MEETING OF THE SUNRISE CITY COMMISSION

Special Commission Meeting will be held at City Hall Commission Chambers located at 10770 West Oakland Park Blvd., Sunrise, Florida 33351, The City of Sunrise City Commission Meeting will be hosted both an in-person format and a virtual format. Telephone call in number: 954-395-2401 Access Code: 368262 Attendees can press 5* on their phone keypad to make a comment during public hearings or during open discussion. Attendees will be called upon to speak, one at a time, by the meeting organizer. For technical difficulties please call 954-578-4792. Contact the City Manager's Office for additional information via mail to City Manager's Office, 10770 West Oakland Park Boulevard, Sunrise, FL 33351, via email to CityManager@sunrisefl.gov or via phone 954-746-3430.

SPECIAL CITY COMMISSION MEETING AGENDA
Tuesday, March 3, 2026 - 6:00 PM

(1) Call To Order

(2) Roll Call

(3) Moment of Silence and Pledge of Allegiance

(4) Open Discussion

(5) Public Hearings

(A) Amendment

C25308

Commission discussion and/or action re: First Reading of an Ordinance of the City of Sunrise, Florida, relating to the 84 South Development of Regional Impact; approving a request for modification of the 84 South Development of Regional Impact development order by amending Section 3.6 to increase the height of the hotel to no taller than seven (7) stories and to reduce the setback to a minimum of ten (10) feet along property lines abutting the I-75 right-of-way for a portion of parcel K; providing for conflict; providing for severability; and providing for an effective date. City Manager Mark Lubelski. Shannon Ley, Director of Community Development. (Tabled CCM 1/13/26, Passed 5-

0). (Tabled SCCM 2/3/26, Passed 5-0).

(6) Quasi Judicial Hearings

(A) Camino Real

C25310

Master Plan - Planning and Zoning Board - December 4, 2025 Passed 6-0

A Resolution of the City of Sunrise, Florida, approving a revised Master Plan for a Planned Development District (PDD) generally located at the Northeast Corner of SW 160 Avenue and SW 14 Street (Indian Frace); providing for progress reports; providing for the term of the approval; and providing an effective date. City Manager Mark Lubelski. Shannon Ley, Director of Community Development. (Pulled on CCM 1/27/26, Passed 4-0 Guzman absent). (Tabled SCCM 2/3/26, Passed 5-0).

(B) Rezoning to PDD

C25309

Commission discussion and/or action re: First Reading of an Ordinance of the City of Sunrise, Florida, approving a Rezoning from Community Business District (B-2) to Planned Development District (PDD) of approximately fifteen (15) acres of land generally located at the Northeast Corner of SW 160 Avenue and SW 14 Street (Indian Trace), within the City of Sunrise, Broward County, Florida; amending the zoning district map to reflect the rezoning; providing for conflict; providing for severability; and providing for an effective date. City Manager Mark Lubelski. Shannon Ley, Director of Community Development. (Tabled CCM 1/13/26, Passed 5-0). (Tabled SCCM 2/3/26, Passed 5-0)

Adjournment

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 based F.S.S. 286.0105

The City does not tolerate discrimination in any of its programs, services or activities, and will not exclude participation in, deny the benefits of, or subject to discrimination anyone on the grounds of real or perceived race, color, national origin, sex, gender identity, sexual orientation, age, disability/handicap, religion, family or income status. **In compliance with the ADA and**

F.S.S. 286.26, any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the City's ADA Coordinator at least 48 hours in advance of the scheduled meeting. Requests can be directed via e-mail to hr@sunrisefl.gov or via telephone to (954) 838-4522; Florida Relay: 711: Florida Relay (TIY/VCO): 1-800-955-8771; Florida Relay (Voice): 1-800-955-8770. Every reasonable effort will be made to allow for meeting participation.

If you plan to distribute written documents at the meeting, you must provide 10 copies to the City Clerk prior to the start of the meeting.

AGENDA ITEM REQUEST

Originating Department: Community Development Department

Item Title: Amendment

Item Number: 5A **Meeting Date:** 3/3/2026

City Reference Number (C#): C25308

Item Description:

Commission discussion and/or action re: First Reading of an Ordinance of the City of Sunrise, Florida, relating to the 84 South Development of Regional Impact; approving a request for modification of the 84 South Development of Regional Impact development order by amending Section 3.6 to increase the height of the hotel to no taller than seven (7) stories and to reduce the setback to a minimum of ten (10) feet along property lines abutting the I-75 right-of-way for a portion of parcel K; providing for conflict; providing for severability; and providing for an effective date. City Manager Mark Lubelski. Shannon Ley, Director of Community Development. (Tabled CCM 1/13/26, Passed 5-0). (Tabled SCCM 2/3/26, Passed 5-0).

Funding:
N/A

Amount:
N/A

ATTACHMENTS:

ATY Ordinance - C25308
Exhibit A - Staff Report
Letter of Intent
Public Notice
Display Ad - Proof

Background:

This is an application to amend the Development Order for the 84 South Development of Regional Impact (DRI), which is generally located south of State Road 84, north of SW 14 Street, west of SW 148 Avenue, and east of SW 160 Avenue, as shown on the location map in the attached Staff Report. The proposed amendment is specific to a portion of the Indian Trace Shopping Center's Parcel K which is located on the northeast corner of SW 14 Street and SW 160 Avenue, more specifically the easternmost portion of Parcel K. The proposed amendment is to increase the allowable height for the subject portion of Parcel K and reduce the minimum setback along the property line abutting the I-75 Expressway right-of-way. Parcel K of the DRI has a Commercial land use designation on the City's Future Land Use Map and is currently designated as B-2, Community Business District, on the Zoning District Map. City Commission action is required pursuant to Section 16-38 of the Land Development Code.

The applicant has concurrently submitted a Rezoning application to rezone Parcel K and other portions of the Indian Trace Shopping Center to a Planned Development District (PDD) with a corresponding PDD Master Plan and Development Agreement, known as the Camino Real project. In addition, the applicant has applied for site plan approval for a hotel on the subject portion of Parcel K.

In accordance with Section 380.06 Florida Statutes, the proposed amendment to the Development Order has been reviewed based on the Comprehensive Plan and the Land Development Code. Staff find that the DRI DO proposed change is consistent with the Comprehensive Plan and the Land Development Code, pursuant to Section 380.06, Florida Statutes.

Staff completed an open building permit and code violation search. There are five open building permits and no active code violations or liens.

For more information on this item, including any of the attachments to this item or additional backup information, please contact the Community Development Department staff member identified below.

Department Head Recommendation:

Approval

Person With Additional Information:
Name: Jim Koeth Phone: 954-746-3279

Department Head Name and Title:
Shannon Ley, P.E., Director of Community Development

City Manager:
Authorized for agenda placement

SUNRISE, FLORIDA

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF SUNRISE, FLORIDA, RELATING TO THE 84 SOUTH DEVELOPMENT OF REGIONAL IMPACT; APPROVING A REQUEST FOR MODIFICATION OF THE 84 SOUTH DEVELOPMENT OF REGIONAL IMPACT DEVELOPMENT ORDER BY AMENDING SECTION 3.6 TO INCREASE THE HEIGHT OF THE HOTEL TO NO TALLER THAN SEVEN (7) STORIES AND TO REDUCE THE SETBACK TO A MINIMUM OF TEN (10) FEET ALONG PROPERTY LINES ABUTTING THE I-75 RIGHT-OF-WAY FOR A PORTION OF PARCEL K; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the 84 South Development of Regional Impact (DRI) Development Order (Development Order) was originally approved by the Broward County Commission on November 1, 1977, by the adoption of Ordinance No. 77-36(z), because the land was located within unincorporated Broward County; and

WHEREAS, the City of Sunrise annexed this unincorporated property on June 28, 1983, via Ordinance No. 269; and

WHEREAS, the 84 South DRI has been subsequently amended over the years; and

WHEREAS, Weston Hotel Management 18 LLC (Applicant) has applied to the City for an amendment to Section 3.6 of the DRI Development Order, relating to a portion of Parcel K. The proposed amendment increases the allowable height for the subject portion of Parcel K and reduces the minimum setback along the property line abutting the I-75 right-of-way, as outlined in the Community Development Department's Staff Report, a copy of which is attached to and made a part of this Ordinance as Exhibit A; and

WHEREAS, the City of Sunrise Planning and Zoning Board considered the proposed amendment to the Development Order and recommended approval at its December 4, 2025 meeting pursuant to section 16-49(b)(2) of the City's Land Development Code; and

WHEREAS, the City Commission held a public hearing pursuant to Section 380.06, Florida Statutes, to consider the proposed amendment to the Development Order.

underscored text are additions
~~scored-through~~ text are deletions

NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF SUNRISE, FLORIDA:

Section 1. The foregoing Whereas clauses are true and correct and hereby ratified and incorporated as the legislative intent of this Ordinance.

Section 2. Findings of Fact. The City Commission makes the following findings of fact:

2.1 The proposed amendment to the 84 South DRI includes revisions to the development previously approved but does not create a reasonable likelihood of additional regional impact, or any type of regional impact not previously reviewed by the City, the South Florida Regional Planning Council and the State Land Planning Agency.

2.2 The development is not located within an Area of Critical State Concern.

2.3 The Development Order is consistent with the State Comprehensive Plan, Chapter 187, Florida Statutes.

2.4 The Development Order is consistent with the Broward County Comprehensive Plan, the City's Comprehensive Plan, and the City's land development regulations.

2.5 All statutory and regulatory requirements or conditions for the adoption of this Ordinance have been met or fulfilled.

Section 3. Modifications to Development Order: The following section of the 84 South DRI Development Order, as adopted by Ordinance No. 77-36(z), and as subsequently amended, is hereby amended to read as follows:

* * *

Section 3.6: Parcel "K", proposed for business use, shall be platted and developed as a unified parcel and shall be an integral part of the 84 SOUTH Project. The following restrictions and/or requirements shall be applicable to development of Parcel "K":

1. Development shall be consistent with those regulations embodied in B-2A zoning districts, except as follows:

   (a) No Structure shall be taller than two (2) stories and shall be setback

underscored text are additions
~~scored-through~~ text are deletions

a minimum of thirty-five (35) feet from all property lines, with the exception of the hotel parcel legally described on the attached survey, which shall be no taller than seven (7) stories and setback a minimum of ten (10) feet along property lines abutting the I-75 right-of-way.

(b) One gasoline service station shall be permitted.

* * *

Section 4. Sections Remaining in Effect. Any sections contained in Ordinance No. 77-36(z), as subsequently amended, that are not specifically amended herein shall remain in full force and effect as set forth within.

Section 5. Recordation. Within thirty (30) days of the effective date of this Amendment to the 84 South DRI Development Order, the developer shall record this Ordinance in the Public Records of Broward County, Florida and shall provide copies of the recorded ordinance to the City, the South Florida Regional Planning Council, and the Florida Department of Commerce.

Section 6. Conflict. All ordinances or parts of ordinances, all City Code sections or parts of City Code sections, and all resolutions or parts of resolutions in conflict with this Ordinance are hereby repealed to the extent of such conflict.

Section 7. Severability. Should any provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, the same shall not affect the validity of the ordinance as a whole, or any part thereof, other than the part declared to be invalid.

Section 8. Effective Date. This Ordinance shall be effective immediately upon its passage.

PASSED AND ADOPTED upon this first reading this _____ DAY OF_____, 2026.

PASSED AND ADOPTED upon this second reading this _____ DAY OF_____, 2026.

_____
Mayor Michael J. Ryan

underscored text are additions
~~scored-through~~ text are deletions

Authentication:

_____
Felicia M. Bravo
City Clerk

FIRST READING		SECOND READING	
MOTION:	_____	MOTION:	_____
SECOND:	_____	SECOND:	_____
CLARKE:	____	CLARKE:	____
GUZMAN:	____	GUZMAN:	____
KERCH:	____	KERCH:	____
SCUOTTO:	____	SCUOTTO:	____
RYAN:	____	RYAN:	____

Approved by the City Attorney
as to Form and Legal Sufficiency

_____
Thomas P. Moss

underscored text are additions
~~scored-through~~ text are deletions

EXHIBIT A

STAFF REPORT

84 SOUTH DEVELOPMENT OF REGIONAL IMPACT (DRI) - DEVELOPMENT ORDER AMENDMENT

Summary

This is an application to amend the Development Order for the 84 South Development of Regional Impact (DRI), which is generally located south of State Road 84, north of SW 14 Street, west of SW 148 Avenue, and east of SW 160 Avenue, as shown on the location map. The proposed amendment is specific to a portion of the Indian Trace Shopping Center's Parcel K which is located on the northeast corner of SW 14 Street and SW 160 Avenue, more specifically the easternmost portion of Parcel K. The proposed amendment is to increase the allowable height for the subject portion of Parcel K and reduce the minimum setback along the property line abutting the I-75 Expressway right-of-way. Parcel K of the DRI has a Commercial land use designation on the City's Future Land Use Map and is currently designated as B-2 (Community Business District) on the Zoning District Map. City Commission action is required pursuant to Section 16-38 of the Land Development Code.

The applicant has concurrently submitted a Rezoning application to rezone Parcel K and other portions of the Indian Trace Shopping Center to a Planned Development District (PDD) with a corresponding PDD Master Plan and Development Agreement. In addition, the applicant has applied for site plan approval for a hotel on the subject portion of Parcel K.

Approved DRI Development Order

The 84 South DRI Development Order (DO) was originally approved by the Broward County Commission in November 1977 by Ordinance No. 77-36(z) since the land was located in unincorporated Broward County at the time. In 1983, City annexed this unincorporated property by City Commission Ordinance No. 269-1983. The DRI DO was subsequently amended over the years.

Project Description

The 84 South DRI covers approximately 701 acres and includes parcels with different ownerships. Parcel K is approximately 16 acres as defined by the "New River Estates, Section Nine Plat," as recorded in Plat Book 126, Page 46, of the Public Records of Broward County,

Florida. The Parcel K area includes an existing commercial shopping center, known as Indian Trace Shopping Center, with retail, restaurant, a movie theater, office building, and a parcel of vacant undeveloped land. The proposed amendment is to increase the allowable height for the subject portion of Parcel K, specifically the vacant parcel of undeveloped land, as shown in underlined text in Section 3.6 below. This amendment increases the maximum height to seven (7) stories and reduces the minimum setback to ten (10) feet along the property line abutting the I-75 Expressway right-of-way.

> *Section 3.6: "Development shall be consistent with those regulations embodied in B-2A zoning districts, excepts as follows:*
>
> *(a) No Structure shall be taller than two (2) stories and shall be setback a minimum of thirty-five (35) feet from all property lines. With the exception of the hotel parcel legally described on the attached survey, which shall be no taller than seven (7) stories and setback a minimum of ten (10) feet along property lines abutting the I-75 right-of-way.*
> *(b) One gasoline service station shall be permitted."*

Staff Evaluation

In accordance with Section 380.06 Florida Statues, the proposed amendment to the Development Order has been reviewed based on the Comprehensive Plan and the Land Development Code. Staff find that the DRI DO proposed change is consistent with the Comprehensive Plan and the Land Development Code, pursuant to Section 380.06, Florida Statutes.

Staff Recommendation to the Planning and Zoning Board, December 4, 2025

Staff recommends approval of the proposed amendment.

Planning and Zoning Board Recommendation, December 4, 2025

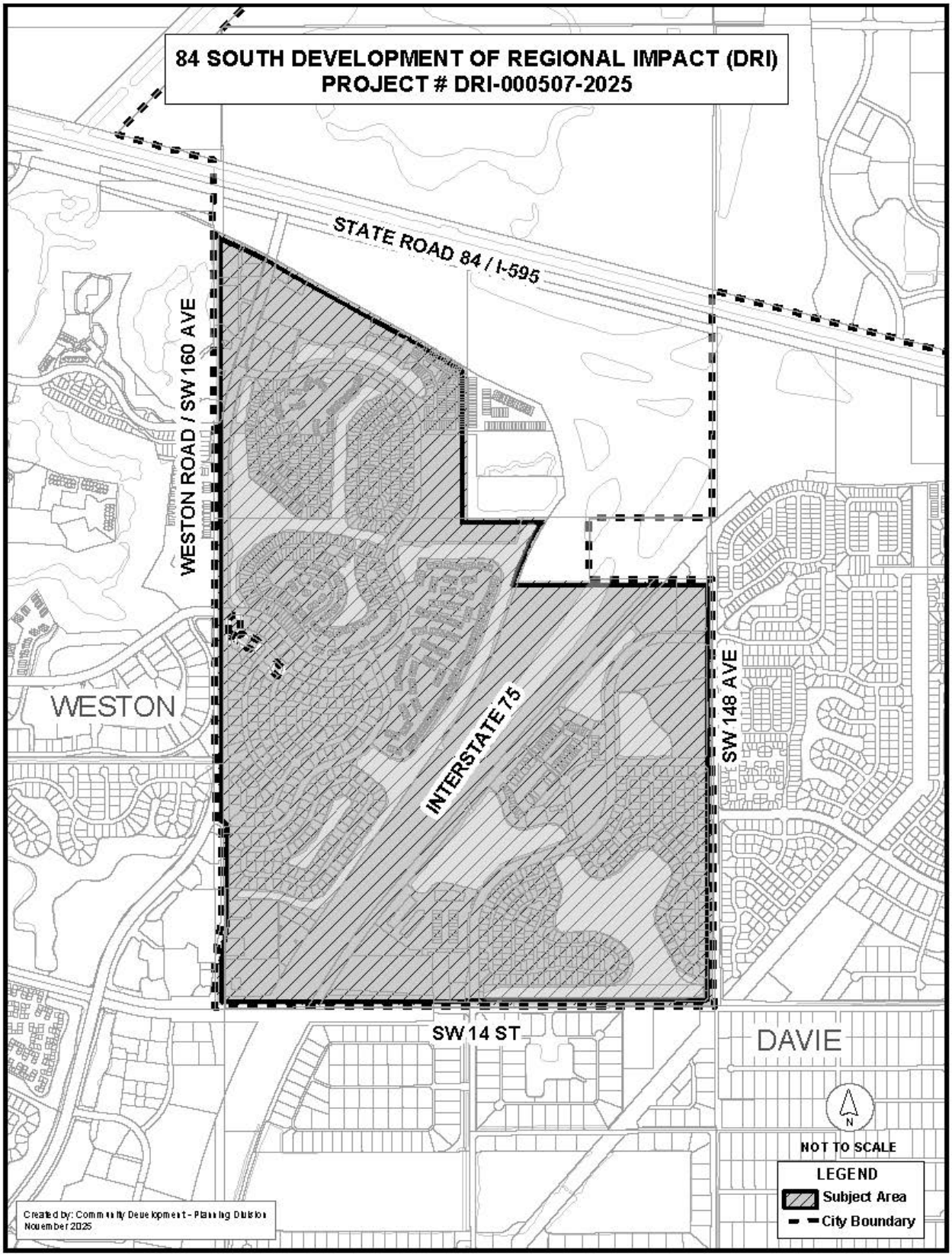
At its meeting on December 4, 2025, the Board approved Staff's recommendation.

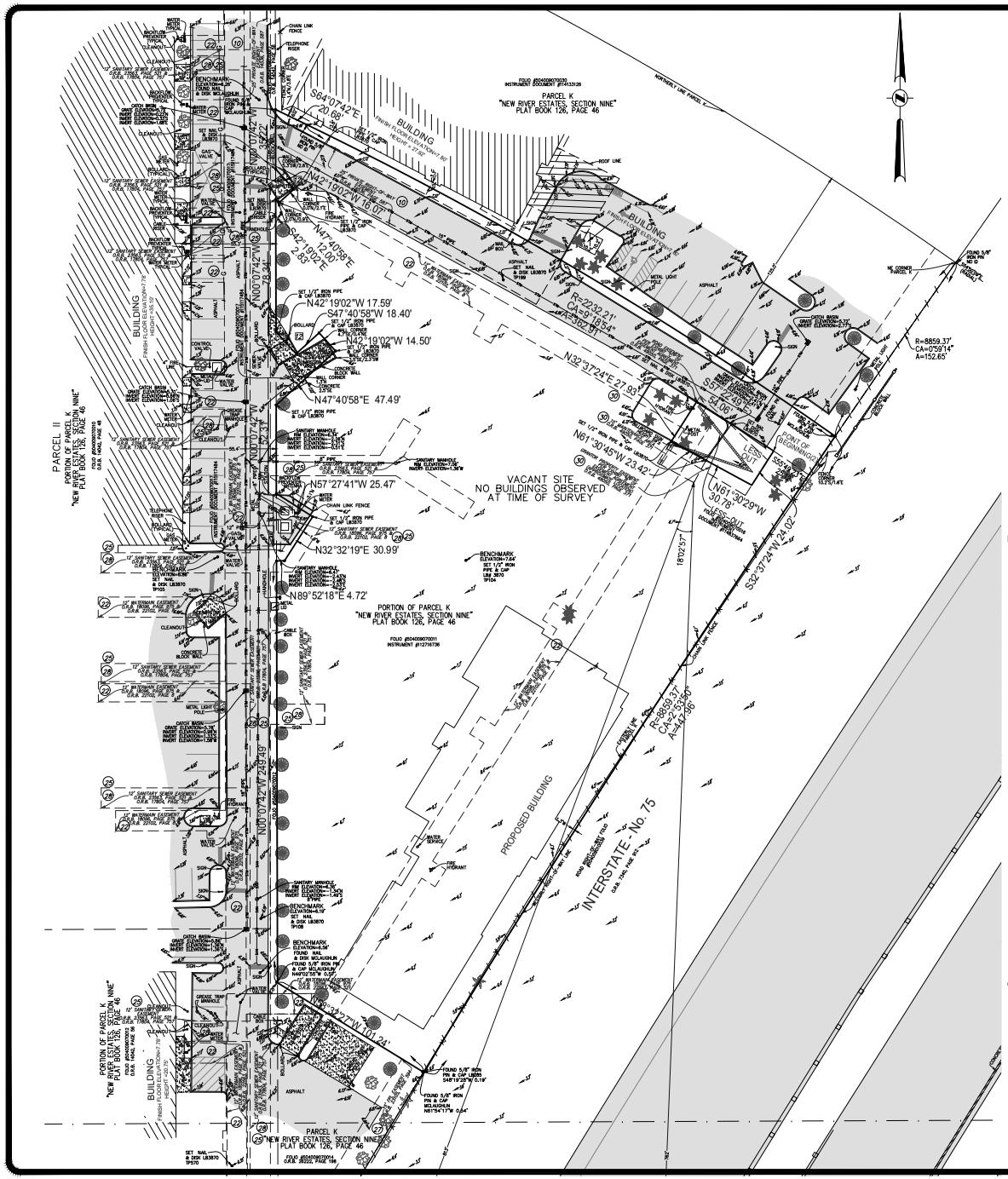
Final Staff Recommendation to the City Commission, January 13, 2026

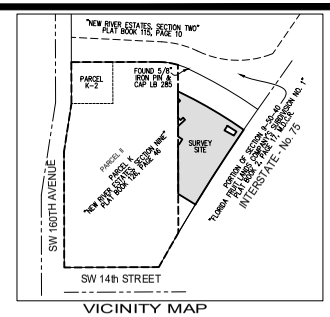
Staff recommends the approval of this application subject to the conditions listed above.

Planner: Sylvia Miller / Jim Koeth
Planning File No.: DRI-000507-2025 (78:010)

Location Map







VICINITY MAP
NOT TO SCALE

LEGAL DESCRIPTION:

A PORTION OF PARCEL "K", NEW RIVER ESTATES, SECTION NINE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 126, PAGE 46, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID PARCEL "K", BEING A POINT ON A CURVE; THENCE SOUTHWESTERLY ON THE EASTERLY LINE OF SAID PARCEL "K" AND ON SAID CURVE TO THE LEFT, WHOSE RADIUS POINT BEARS SOUTH 54°50'09" EAST, WITH A RADIUS OF 8,859.37 FEET, A CENTRAL ANGLE OF 00°48'30", AN ARC DISTANCE OF 125.00 FEET TO THE POINT OF BEGINNING (1); THENCE CONTINUING SOUTHWESTERLY ON SAID EASTERLY LINE, WITH A RADIUS OF 8,859.37 FEET, A CENTRAL ANGLE OF 02°53'50", AN ARC DISTANCE OF 447.96 FEET; THENCE NORTH 58°32'27" WEST, RADIAL TO AFOREMENTIONED CURVE, A DISTANCE OF 101.24 FEET; THENCE NORTH 00°07'42" WEST, A DISTANCE OF 249.49 FEET; THENCE NORTH 89°52'18" EAST, A DISTANCE OF 4.72 FEET; THENCE NORTH 32°32'19" EAST, A DISTANCE OF 30.99 FEET; THENCE NORTH 57°27'41" WEST, A DISTANCE OF 25.47 FEET; THENCE NORTH 00°07'42" WEST, A DISTANCE OF 52.31 FEET; THENCE NORTH 47°40'58" EAST, A DISTANCE OF 47.49 FEET; THENCE NORTH 42°19'02" WEST, A DISTANCE OF 14.50 FEET; THENCE SOUTH 47°40'58" WEST, A DISTANCE OF 18.40 FEET; THENCE NORTH 42°19'02" WEST, A DISTANCE OF 17.59 FEET; THENCE NORTH 00°07'42" WEST, A DISTANCE OF 78.34 FEET; THENCE SOUTH 42°19'02" EAST, A DISTANCE OF 2.83 FEET; THENCE NORTH 47°40'58" EAST, A DISTANCE OF 12.00 FEET; THENCE NORTH 42°19'02" WEST, A DISTANCE OF 16.07 FEET; THENCE NORTH 00°07'42" WEST, A DISTANCE OF 35.22 FEET; THENCE SOUTH 64°07'42" EAST, A DISTANCE OF 20.68 FEET TO A POINT OF CURVE; THENCE EASTERLY, ON SAID CURVE TO THE RIGHT, WITH A RADIUS OF 2,232.21 FEET, A CENTRAL ANGLE OF 09°18'54", AN ARC DISTANCE OF 362.91 FEET TO THE POINT OF BEGINNING. (1)

LESS THE FOLLOWING DESCRIBED LANDS:

COMMENCING AT THE NORTHEAST CORNER OF SAID PARCEL "K", BEING A POINT ON A CURVE; THENCE SOUTHWESTERLY ON THE EASTERLY LINE OF SAID PARCEL "K" AND ON SAID CURVE TO THE LEFT, WHOSE RADIUS POINT BEARS SOUTH 54°50'09" EAST, WITH A RADIUS OF 8,859.37', A CENTRAL ANGLE OF 00°59'14", AN ARC DISTANCE OF 152.64 FEET; THENCE NORTH 55°49'23" WEST, A DISTANCE OF 25.12 FEET TO THE POINT OF BEGINNING (2); THENCE SOUTH 32°37'24" WEST, A DISTANCE OF 24.02 FEET; THENCE NORTH 61°30'29" WEST, A DISTANCE OF 30.78 FEET; THENCE NORTH 61°30'45" WEST, A DISTANCE OF 23.42 FEET; THENCE NORTH 32°37'24" EAST, A DISTANCE OF 27.93 FEET; THENCE SOUTH 57°22'49" EAST, A DISTANCE OF 54.06 FEET TO THE POINT OF BEGINNING (2)..

SAID LANDS SITUATE, LYING AND BEING IN THE CITY OF SUNRISE, BROWARD COUNTY, FLORIDA AND CONTAINING A TOTAL OF 106,482 SQUARE FEET (2.444 ACRES), MORE OR LESS.

PARCEL II: (NON-EXCLUSIVE EASEMENT ESTATE)

TOGETHER WITH THOSE NON-EXCLUSIVE EASEMENT RIGHT(S) FOR UTILITIES, DRAINAGE, ACCESS AND PARKING AS CREATED BY THAT CERTAIN DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS AND RESTRICTIONS, RECORDED NOVEMBER 9, 1987, IN OFFICIAL RECORDS BOOK 14942, PAGE 872, AMENDED IN OFFICIAL RECORDS BOOK 16928, PAGE 999, AND OFFICIAL RECORDS BOOK 26682, PAGE 130, AND OFFICIAL RECORDS BOOK 40462, PAGE 629, AS FURTHER AMENDED IN OFFICIAL RECORDS BOOK 41512, PAGE 1242, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

NOTES:

1. THIS SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR AN ELECTRONIC SIGNATURE AND ELECTRONIC SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. ELEVATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. BROWARD COUNTY BENCHMARK #3413; ELEVATION: 8.515 FEET, BENCHMARK #2502; ELEVATION: 6.00 FEET & BENCHMARK #2501; ELEVATION: 6.398.
3. FLOOD ZONE: AH; BASE FLOOD ELEVATION: 8 FEET; COMMUNITY #120328; PANEL #1203280530J; MAP DATE: 7/31/24.
4. THIS SITE LIES IN SECTION 9, TOWNSHIP 50 SOUTH, RANGE 40 EAST, BROWARD COUNTY, FLORIDA.
5. BEARINGS ARE BASED ON AN ASSUMED MERIDIAN WITH THE EASTERLY LINE PARCEL K HAVING A CHORD BEARING OF N34°38'09"E.
6. REASONABLE EFFORTS WERE MADE REGARDING THE EXISTENCE AND THE LOCATION OF UNDERGROUND UTILITIES. THIS FIRM, HOWEVER, DOES NOT ACCEPT RESPONSIBILITY FOR THIS INFORMATION. BEFORE EXCAVATION OR CONSTRUCTION CONTACT THE APPROPRIATE UTILITY COMPANIES FOR FIELD VERIFICATION.
7. THIS SURVEY IS CERTIFIED EXCLUSIVELY TO: H & M DEVELOPMENT, LLC; CHICAGO TITLE INSURANCE COMPANY; WESTON HOTEL MANAGEMENT 18 LLC, A FLORIDA LIMITED LIABILITY COMPANY; INDIAN TRACE LAND HOLDINGS, LLC, A FLORIDA LIMITED LIABILITY COMPANY; & SEYMOUR N. SINGER, P.A.
8. THE HORIZONTAL POSITIONAL ACCURACY OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.2'. THE VERTICAL ACCURACY OF ELEVATIONS OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.1'.
9. ALL RECORDED DOCUMENTS ARE PER THE PUBLIC RECORDS OF BROWARD COUNTY, UNLESS OTHERWISE NOTED.
10. THIS SURVEY WAS PREPARED WITH BENEFIT OF COMMITMENT FOR TITLE INSURANCE, COMMITMENT NUMBER: 11873129, PREPARED BY CHICAGO TITLE INSURANCE COMPANY, DATED JULY 15, 2024 AT 8:00 PM. REVISION NUMBER 4, DATED 7/26/24. THE FOLLOWING ARE SCHEDULE B, PART II EXCEPTIONS TO SAID COMMITMENT:
    - ITEMS 1, 2, 3, 4 & 5: STANDARD EXCEPTIONS, NOT ADDRESSED.
    - ITEM 6: UTILITY EASEMENT AND DEDICATIONS IN PLAT BOOK 126, PAGE 46; TOGETHER WITH SCRIVENERS ERROR AFFIDAVIT IN O.R.B. 22102, PAGE 20 APPLY TO THIS SITE AS DEPICTED HEREON THERE ARE NO PLOTTED EASEMENT ON THIS SITE.
    - ITEM 7: RESERVATION IN IN DEED NO. 1474 IN DEED BOOK 458, PAGE 493; AS AFFECTED BY NON-USE COMMITMENT NO. 558 IN O.R.B. 13501, PAGE 387 AND O.R.B. 13594, PAGE 572 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
    - ITEM 8: RESOLUTION IN O.R.B. 3438, PAGE 60 APPLY TO THIS SITE BUT CANNOT BE PLOTTED.
    - ITEM 9: ORDINANCE NO. 77-36(2) IN O.R.B. 7340, PAGE 895 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
    - ITEM 10: PRIVATE RIGHT-OF-WAY EASEMENT IN O.R.B. 14536, PAGE 587 APPLIES TO THIS SITE AS DEPICTED HEREON.
    - ITEM 11: SEWERAGE AGREEMENT IN O.R.B. 5832, PAGE 92; AS ASSIGNED IN O.R.B. 5948, PAGE 772 DOES NOT APPLY TO THIS SITE.
    - ITEM 12: WATER AGREEMENT IN O.R.B. 5832, PAGE 62; AS ASSIGNED IN O.R.B. 5948, PAGE 772 DOES NOT APPLY TO THIS SITE.
    - ITEM 13: COVENANTS, CONDITIONS, RESTRICTIONS, LIMITATIONS, AND EASEMENTS IN O.R.B. 8919, PAGE 63; AMENDED IN O.R.B. 9003, PAGE 805, O.R.B. 9429, PAGE 170, O.R.B. 9598, PAGE 685, O.R.B. 9987, PAGE 610, O.R.B. 10584, PAGE 105, O.R.B. 12278, PAGE 506, O.R.B. 13267, PAGE 375, O.R.B. 13501, PAGE 377, O.R.B. 20166, PAGE 171, O.R.B. 20166, PAGE 174, AND O.R.B 14794, PAGE 318 APPLY TO THIS SITE BUT CANNOT BE PLOTTED.
    - ITEM 14: FLORIDA, POWER & LIGHT COMPANY EASEMENT IN O.R.B. 10452, PAGE 174 DOES NOT APPLY TO THIS SITE.
    - ITEM 15: FLORIDA, POWER & LIGHT COMPANY EASEMENT IN O.R.B. 10749, PAGE 236 DOES NOT APPLY TO THIS SITE.
    - ITEM 16: EASEMENT IN O.R.B. 14893, PAGE 182 DOES NOT APPLY TO THIS SITE.
    - ITEM 17: COVENANTS, CONDITIONS, RESTRICTIONS, LIMITATIONS, EASEMENTS AND ASSESSMENTS IN DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS, AND RESTRICTIONS IN O.R.B. 14942, PAGE 872; AMENDED IN O.R.B. 16928, PAGE 999, IN O.R.B 26682, PAGE 130, AND O.R.B. 40462, PAGE 629; AS FURTHER AMENDED IN O.R.B. 41512, PAGE 1242 APPLY TO THIS SITE BUT CANNOT BE PLOTTED.
    - ITEM 18: FLORIDA POWER & LIGHT COMPANY EASEMENT IN O.R.B. 15308, PAGE 390 DOES NOT APPLY TO THIS SITE.
    - ITEM 19: FLORIDA POWER & LIGHT COMPANY EASEMENT IN O.R.B. 15308, PAGE 420 DOES NOT APPLY TO THIS SITE.
    - ITEM 20: DEVELOPER AGREEMENT IN O.R.B. 15051, PAGE 740 DOES NOT APPLY TO THIS SITE.
    - ITEM 21: MAINTENANCE AGREEMENT IN O.R.B. 15507, PAGE 715 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
    - ITEM 22: EASEMENT IN O.R.B. 18096, PAGE 975; AS CORRECTED IN O.R.B. 22102, PAGE 8 APPLY TO THIS SITE AS DEPICTED HEREON.
    - ITEM 23: DEVELOPER AGREEMENT IN O.R.B. 22303, PAGE 235 DOES NOT APPLY TO THIS SITE.
    - ITEM 24: MAINTENANCE AGREEMENT IN O.R.B. 22289, PAGE 514 DOES NOT APPLY TO THIS SITE.
    - ITEM 25: NON-EXCLUSIVE UTILITY EASEMENT IN O.R.B. 23563, PAGE 521 APPLIES TO THIS SITE AS DEPICTED HEREON.
    - ITEM 26: COVENANT IN O.R.B. 23868, PAGE 48; AMENDED IN O.R.B. 26554, PAGE 294 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
    - ITEM 27: FLORIDA POWER & LIGHT COMPANY EASEMENT IN O.R.B. 23105, PAGE 594 LIES ADJACENT TO THE SOUTHERLY LINE OF THIS SITE AS DEPICTED HEREON.
    - ITEM 28: SANITARY SEWER EASEMENT IN O.R.B. 17804, PAGE 757 APPLIES TO THIS SITE AS DEPICTED HEREON.
    - ITEM 29: EASEMENT FOR UTILITIES, INGRESS, EGRESS AND PARKING IN O.R.B. 40462, PAGE 634; AS AMENDED IN O.R.B. 41512, PAGE 1237 DOES NOT APPLY TO THIS SITE.
    - ITEM 30: EASEMENT AGREEMENT IN O.R.B. 49050, PAGE 371 APPLIES TO THIS SITE AS DEPICTED HEREON..
    - ITEMS 31 & 32: INTENTIONALLY DELETED.
11. THERE ARE ENCROACHMENT OF ASPHALT, CONCRETE, CONCRETE BLOCK WALLS, CHAIN LINK FENCES, GATES, ANTENNA AND BILLBOARD SIGN AT THE OUT PORTIONS AS WELL AS CHAIN LINK FENCE CROSSING THE EASTERLY PROPERTY LINE AS SHOWN HEREON.

CERTIFICATION:

TO SEYMOR N. SINGER, P.A.; WESTON HOTEL MANAGEMENT 18 LLC, A FLORIDA LIMITED LIABILITY COMPANY; CHICAGO TITLE INSURANCE COMPANY AND H&M DEVELOPMENT, LLC.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 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, & 8 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 8/2/24.

DATE OF PLAT OR MAP: 12/4/24

John F Pulice Digitally signed by John F Pulice
Date: 2025.11.18 17:57:59 -05'00'

☐ JOHN F. PULICE, PROFESSIONAL SURVEYOR AND MAPPER LS2691
☐ VICTOR R. GILBERT, PROFESSIONAL SURVEYOR AND MAPPER LS6274
☐ MICHAEL M. MOSSEY, PROFESSIONAL SURVEYOR AND MAPPER PSM5660
STATE OF FLORIDA

NO.	REVISIONS	BY
5		
4	#75103-BOUNDARY REVISION-11/18/25	L.H.
3	#73604-ALTA/NSPS - 12/4/24	A.R.
2	#73597-TOPOGRAPHIC SURVEY-8/2/24	K.F.
1	#65382-ORIGINAL SURVEY-11/15/18	M.D.

PROPOSED HOTEL SITE
INTERSTATE-75 AND SW 160TH AVENUE
SUNRISE, FLORIDA 33326
(CITY OF SUNRISE, BROWARD COUNTY)

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" = 30'	CLIENT: H & M DEVELOPMENT, LLC
CHECKED BY: J.F.P.	SURVEY DATE: 8/2/24	ORDER NO.: 75103

MISKEL BACKMAN LLP

BONNIE MISKEL • SCOTT BACKMAN • ERIC COFFMAN • HOPE CALHOUN
DWAYNE DICKERSON • ELE ZACHARIADES • CHRISTINA BILENKI
DAVID MILLEDGE • SARA THOMPSON • JEFFREY SCHNEIDER

November 19, 2025

Shannon Ley, P.E.
Community Development Director
City of Sunrise
1601 NW 136 Avenue, Building A
Sunrise, Florida 33323

Re: 84 S Development of Regional Impact ("84 S DRI") — Letter of Intent and Narrative of Proposed Changes to the DRI Development Order

Dear Mrs. Ley:

Weston Hotel Management 18 LLC ("Applicant"), through undersigned counsel and pursuant to City of Sunrise Code Section 16-38, hereby requests changes to the 84 S Development of Regional Impact Development Order. In support thereof, Applicant provides this Letter of Intent and attached proposed amendments.

With this amendment, Applicant is not seeking to change the boundaries or lands included in the 84 S DRI or reduce any of its overall, substantive obligations to deliver a modern, mixed-use development. Rather, Applicant is requesting to add minor flexibility to the 84 S DRI Parcel K restrictions outlined in Section 3.6, increasing the maximum height to seven (7) stories and reducing the minimum setback to ten (10) feet along property lines abutting the I-75 right-of-way for the hotel parcel legally described on the survey provided with the submittal. The changes, if approved, will help support the long-term success of the DRI and ensure it remains compliant with DRI regulations.

The DRI Master Plan identifies that Parcel K is restricted to "Commercial" and Section 3.6 of the 84 S Development of Regional Impact limits the uses on Parcel K to business use and one gasoline service station. There are no restrictions regarding the square footage of business uses or the gasoline service station. The following uses have been developed on Parcel K:

- +/- 3,160 sq. ft. gasoline service station
- +/- 12,682 sq. ft. daycare center
- +/- 74,776 sq. ft. of commercial use
- +/- 26,000 sq. ft. theater
- +-/ 29,000 sq. ft. office building

Applicant has enclosed with this application the following items as required by Section 16-38 of the City of Sunrise Code:

A. Legal Description of the Properties in Parcel K of the 84 S DRI;
B. Applicant and Agent Contact Information;

C. Narrative Description of the Proposed Change;
D. Master Site Plan;
E. Location Map;
F. Signed DRI Amendment Application form;
G. Letter of Authorization for the undersigned firm to process this Application.

Finally, the application fee has been paid and processed by the City. Following your review, if you have any questions or require additional information, please feel free to contact me.

Thank you,

Scott Backman, Esq.
sbackman@miskelbackman.com

Hotel at Camino Real
Development of Regional Impact Amendment
November 19, 2025

Weston Hotel Management 18 LLC ("Applicant") is the contract purchaser of the +/- 2.46-acre vacant parcel generally located on the northeast corner of SW 14th Street and SW 160th Avenue (folio: 504009070011) (Section 9, Township 50 South, Range 40 East) ("Vacant Parcel") in the City of Sunrise ("City"). Adjacent to the Vacant Parcel is the Indian Trace Shopping Center (folios: 504009070010, 504009070021, 504009070012, 504009070014, 504009070015, 504009070017, and 504009070020), collectively referred to with the Vacant Parcel as the "Property." The Property, totaling 14.98 acres, is zoned B-2, Community Business on the City's Zoning Map, and contains a Commercial future land use designation on the City's Future Land Use Map.

On November 8, 1977, the Broward County Board of County Commissioners enacted Ordinance No. 77-36(z), establishing the 84 S Development of Regional Impact ("DRI"), which set development guidelines for a 701-acre tract. The DRI is located in the City of Sunrise, Broward County, Florida, within Section 4, Township 50 South, Range 40 East, and Section 9, Township 50 South, Range 40 East. The DRI has been revised several times pursuant to the following ordinances: Ordinance Nos. 81-81, 82-28, 83-16, 682-X, 762-X, and 874-X. The Property is located within Parcel K of the 84 S DRI and is restricted to 13.66 acres of Commercial uses. All development on Parcel K is further limited to a maximum building height of two stories, a 35-foot setback from all property lines, and a single gasoline station.

Subsequently, the Indian Trace Shopping Center's master plan, approved on April 27, 1987, authorized the existing commercial and office uses on-site. It has been revised over time, most recently on December 18, 2006. Although the plan included the future development of the Vacant Parcel as an Office Showroom, this portion of the project was never constructed. Now, the Applicant proposes to rezone the Property from B-2 to Planned Development District ("PDD") to redevelop the Property in two phases. Phase 1 includes the construction of a 174-unit, 75-foot hotel with a swimming pool, fitness center, meeting room, and dining facilities on the Vacant Parcel. A van loading zone is provided for ease of loading and unloading large parties, enhancing the hotel's functionality and guest experience. Phase 2 envisions a future mixed-use community featuring multifamily residential units, commercial spaces, and office uses (collectively, the "Project").

Because the proposed Project exceeds the Parcel K height and setback restrictions, the Applicant is requesting an amendment to the existing language to allow a maximum building height of seven

stories and a reduced setback of 10 feet along property lines abutting the I-75 right-of-way. These amendments are necessary to facilitate the development of a hotel use on Parcel K.

The proposed increase in building height will not negatively impact the surrounding area, as the site is located internal to the property directly adjacent to I-75 and separated from adjacent properties by a day care building, substantial vegetative buffer and canal. Due to the parcel's irregular shape and its proximity to the highway, the building setback has been reduced to minimize impacts on adjacent properties. Required mitigation trees are proposed within the FDOT I-75 right-of-way and will be installed by FDOT as part of the future roadway improvement project.

The current DRI language states:

> "Development shall be consistent with those regulations embodied in B-2A zoning districts, except as follows:
>
> (a) No structure shall be taller than two (2) stories and shall be setback a minimum of thirty-five (35) feet from all property lines.
>
> (b) One gasoline service station shall be permitted."

The Applicant is requesting that this language be revised to:

> "Development shall be consistent with those regulations embodied in B-2A zoning districts, except as follows:
>
> (a) No structure shall be taller than two (2) stories and shall be setback a minimum of thirty-five (35) feet from all property lines. <u>With the exception of the hotel parcel legally described on the attached survey, which shall be no taller than 7 stories and setback a minimum of ten (10) feet along property lines abutting the I-75 right-of-way.</u>
>
> (b) One gasoline service station shall be permitted."

The proposed revision will not alter the DRI's approved buildout date, phasing, or total acreage, and does not require any amendment to the City's Comprehensive Plan.

As part of the existing conditions on the Property, there is a small, separately folioed parcel located entirely within the boundaries of the Vacant Parcel (the "Billboard Parcel"), which contains a billboard structure. A portion of the billboard aerially extends over the Vacant Parcel,

as is permitted by an existing Easement Agreement recorded in ORB 49050, Page 371, in the Public Records of Broward County, Florida. Following the Applicant's purchase of the Vacant Parcel, the property lines of the Billboard Parcel will be adjusted to include the portions of the billboard structure that currently hover over the Vacant Parcel. In turn, an easement will be granted back to the Vacant Parcel to allow for continued use of the land for hotel-related site improvements, such as landscaping, drive aisles, and parking. The billboard is serviced by a small vehicle approximately the size of a pickup truck, and access is gained via a ladder integrated into the billboard pole. No staging area is required, and maintenance activities are infrequent, brief, and do not interfere with the operations of the hotel or the neighboring preschool. The billboard is owned and operated by a well-established company whose personnel follow the highest safety standards in the industry.

All applications and documents currently under review, which includes the Rezoning, Site Plan, Plat Note Amendment, Master Plan, Development Agreement, Design Guidelines, and DRI Amendment, are intended to authorize immediate development of a hotel within Phase 1 only. Phase 2 is planned to include future residential, commercial, and office uses on the remaining portions of the Property. While these general uses have been identified, specific plans for Phase 2 have not yet been developed. Within 12 months of receiving entitlement approvals for the Camino Real PDD, the Applicant will revise the PDD and Master Plan to allocate residential density, revise any applicable Phase 2 approvals. The Phase 2 approval process, among other things, will ensure that all concurrency and other impact associated with the proposed residential density are fully analyzed in accordance with applicable regulations.

NOTICE OF PUBLIC HEARING

Weston Hotel Management 18 LLC has applied to the City to adopt by ordinance a **modification to the Development Order for the 84 South Development of Regional Impact** for approximately 701 acres of land generally located at south of State Road 84, north of SW 14 Street, west of SW 148 Avenue, and east of SW 160 Avenue, Sunrise, Florida as shown on the attached map. You are receiving this notice because you own property within 500 feet of this location. The title of the proposed ordinance is as follows:

AN ORDINANCE OF THE CITY OF SUNRISE, FLORIDA, RELATING TO THE 84 SOUTH DEVELOPMENT OF REGIONAL IMPACT; APPROVING A REQUEST FOR MODIFICATION OF THE 84 SOUTH DEVELOPMENT OF REGIONAL IMPACT DEVELOPMENT ORDER BY AMENDING SECTION 3.6 TO INCREASE THE HEIGHT OF THE HOTEL TO NO TALLER THAN SEVEN (7) STORIES AND TO REDUCE THE SETBACK TO A MINIMUM OF TEN (10) FEET ALONG PROPERTY LINES ABUTTING THE I-75 RIGHT-OF-WAY FOR A PORTION OF PARCEL K; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The following hearings will occur in the Sunrise City Hall Commission Chambers located at 10770 W. Oakland Park Boulevard, 1st Floor, Sunrise, FL 33351:

City Commission Meeting	Tuesday, 01/13/26 at 5:00 p.m.	1st reading of ordinance at public hearing
City Commission Meeting	Tuesday, 01/27/26 at 5:00 p.m.	2nd reading of ordinance at public hearing

This application is on file in the Community Development Department of the City of Sunrise, 10770 W. Oakland Park Boulevard, 2nd Floor, Sunrise, FL, and may be viewed by any interested person Monday through Friday (excluding City holidays) between 9:00 a.m. and 4:30 p.m. or requested via AskZoning@sunrisefl.gov.

The City Commission will be meeting in-person; however, the public may attend and participate in the meetings in-person or via telephone by using Vast Conference Calling as early as fifteen (15) minutes before the start time utilizing the details below:

a. Dial in number: (954) 395-2401
b. Access Code: 368262

Attendees can press 5* on their phone keypad to comment during public hearings or during the open discussion. Attendees will be called upon to speak, one at a time, by the meeting organizer. For technical difficulties, please call (954) 578-4792.

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 based. See section 286.0105, Florida Statutes.

The City does not tolerate discrimination in any of its programs, services or activities; and will not exclude participation in, deny the benefits of, or subject to discrimination anyone on the grounds of real or perceived race, color, national origin, sex, gender identity, sexual orientation, age, disability/handicap, religion, family or income status.

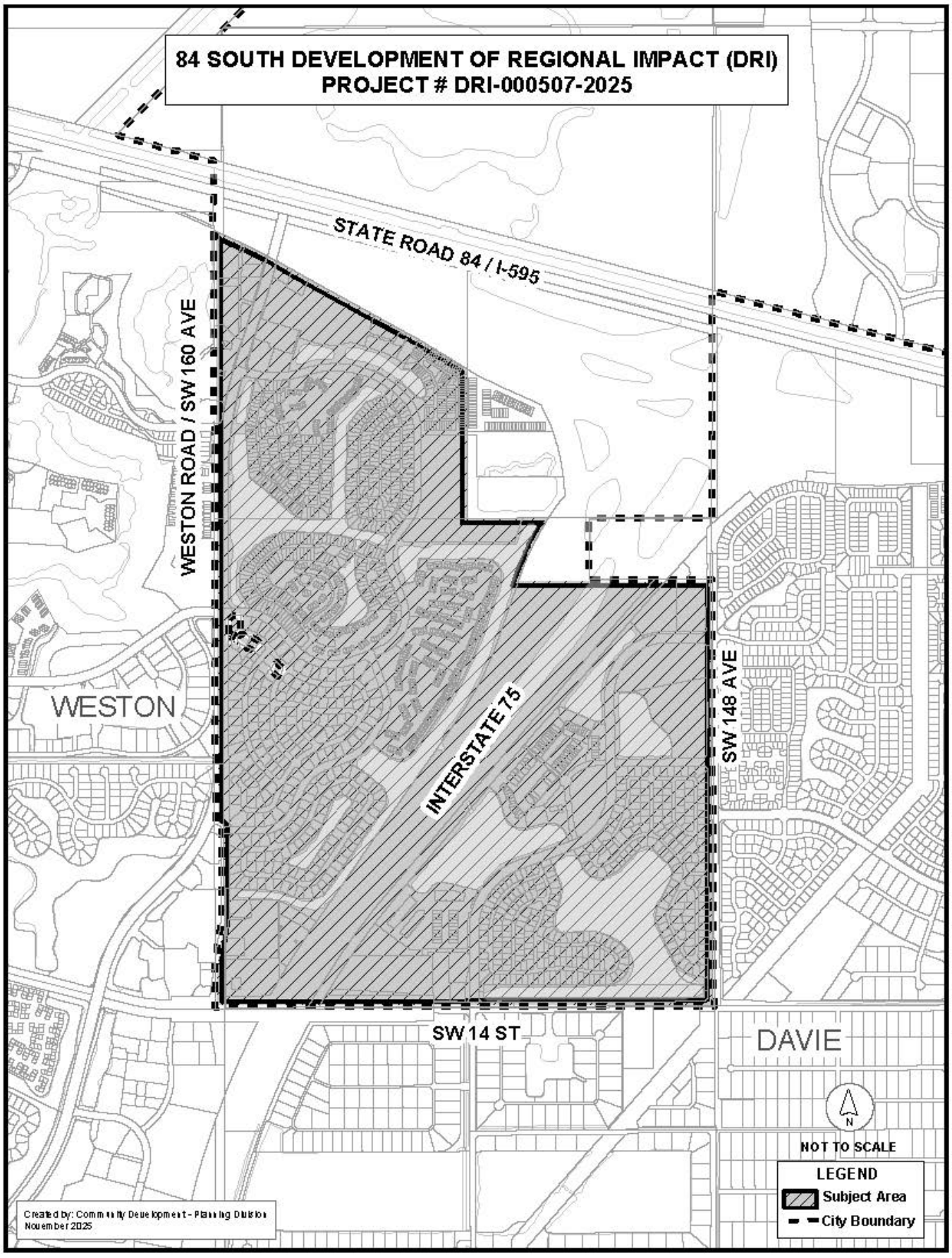
In compliance with the ADA and Fla. Stat. § 286.26, any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the City's ADA Coordinator at least 48 hours in advance of the scheduled meeting. Requests can be directed via e-mail to hr@sunrisefl.gov or via telephone to (954) 838-4522; Florida Relay: 711; Florida Relay (TIY/VCO): 1-800-955-8771; Florida Relay (Voice): 1-800-955-8770. Every reasonable effort will be made to allow for meeting participation.

If you have any questions about this notice, then please contact City staff in the Planning Division at (954) 746-3281 or e-mail AskZoning@sunrisefl.gov.

Notification Date: December 29, 2025

COMMUNITY DEVELOPMENT DEPARTMENT
10770 W. Oakland Park Boulevard, 2nd Floor – Sunrise, Florida 33351
(954) 746-3281 AskZoning@sunrisefl.gov

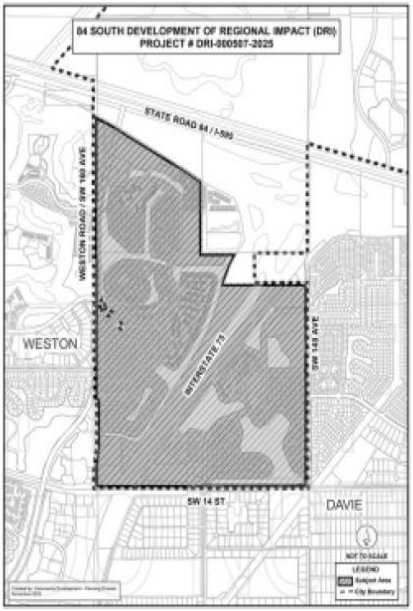
LOCATION MAP



CITY OF SUNRISE
NOTICE OF PUBLIC HEARING

An application for approval of a modification to the Development Order for the 84 South Development of Regional Impact (DRI) has been filed for approximately 701 acres of land generally located south of State Road 84, north of SW 14 Street, west of SW 148 Avenue, and east of SW 160 Avenue. The City of Sunrise hereby gives notice that the City Commission proposes to adopt by ordinance a modification to the Development Order for the 84 South DRI. The title of the proposed ordinance is as follows:

AN ORDINANCE OF THE CITY OF SUNRISE, FLORIDA, RELATING TO THE 84 SOUTH DEVELOPMENT OF REGIONAL IMPACT; APPROVING A REQUEST FOR MODIFICATION OF THE 84 SOUTH DEVELOPMENT OF REGIONAL IMPACT DEVELOPMENT ORDER BY AMENDING SECTION 3.6 TO INCREASE THE HEIGHT OF THE HOTEL TO NO TALLER THAN SEVEN (7) STORIES AND TO REDUCE THE SETBACK TO A MINIMUM OF TEN (10) FEET ALONG PROPERTY LINES ABUTTING THE I-75 RIGHT-OF-WAY FOR A PORTION OF PARCEL K; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.



The following public hearings will occur in the Sunrise City Hall Commission Chambers located at 10770 West Oakland Park Boulevard, 1st Floor, Sunrise, Florida 33351:

City Commission	Tuesday, January 13, 2026 at 5:00 p.m.	1st reading of Ordinance
City Commission	Tuesday, January 27, 2026 at 5:00 p.m.	2nd reading of Ordinance

The City Commission will be meeting in-person; however, the public may attend and participate in the meetings in-person or via telephone by using Vast Conference Calling as early as fifteen (15) minutes before the start time utilizing the details below:

a. Dial in number: (954) 395-2401
b. Access Code: 368262

Attendees can press 5* on their phone keypad to make a comment during the public hearings or during the open discussion. Attendees will be called upon to speak, one at a time, by the meeting organizer. For technical difficulties, please call (954) 578-4792.

The proposed Ordinance may be inspected at the Community Development Department, 10770 West Oakland Park Boulevard, 2nd Floor - Sunrise, Florida 33351, between the hours of 9:00 a.m. to 5:00 p.m. Monday through Friday (excluding City holidays), or requested via AskZoning@sunrisefl.gov.

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 based. See section 286.0105, Florida Statutes.

The City does not tolerate discrimination in any of its programs, services or activities; and will not exclude participation in, deny the benefits of, or subject to discrimination anyone on the grounds of real or perceived race, color, national origin, sex, gender identity, sexual orientation, age, disability/handicap, religion, family or income status.

In compliance with the ADA and F.S.S. 286.26, any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the City's ADA Coordinator at least 48 hours in advance of the scheduled meeting. Requests can be directed via e-mail to hr@sunrisefl.gov or via telephone to (954) 838-4522; Florida Relay: 711; Florida Relay (TIY/VCO): 1-800-955-8771; Florida Relay (Voice): 1-800-955-8770. Every reasonable effort will be made to allow for meeting participation. For additional information please contact the Community Development Department at (954) 746-3281 or email AskZoning@Sunrisefl.gov.

01/13/26 CCM- 84 SOUTH DRI DO Amendment

AGENDA ITEM REQUEST

Originating Department: Community Development Department

Item Title: Camino Real

Item Number: 6A **Meeting Date:** 3/3/2026

City Reference Number (C#): C25310

Item Description:

Master Plan - Planning and Zoning Board - December 4, 2025 Passed 6-0

A Resolution of the City of Sunrise, Florida, approving a revised Master Plan for a Planned Development District (PDD) generally located at the Northeast Corner of SW 160 Avenue and SW 14 Street (Indian Frace); providing for progress reports; providing for the term of the approval; and providing an effective date. City Manager Mark Lubelski. Shannon Ley, Director of Community Development. (Pulled on CCM 1/27/26, Passed 4-0 Guzman absent). (Tabled SCCM 2/3/26, Passed 5-0).

Funding:
N/A

Amount:
N/A

ATTACHMENTS:

ATY Resolution - C25310
Exhibit A - Staff Report
Letter of Intent
Master Plan (1 of 5)
Master Plan (2 of 5)
Master Plan (3 of 5)
Master Plan (4 of 5)
Master Plan (5 of 5)
Public Notice
Letter to Applicant

Background:

This is an application for a Revised Master Plan approval for an approximately fifteen (15) acre site. The subject property is generally located at the northeast corner of SW 160 Avenue and SW 14 Street (Indian Trace), excluding the gas station, billboard site and day care center, as shown on the location map in the attached Staff Report.

Concurrently, the applicant is proposing to construct a hotel on the existing vacant parcel located on the eastern portion of the subject site and in a future phase redevelop portions of the rest of the shopping center as a mixed-use development with residential, commercial and office uses. The property is currently zoned B-2 (Community Business District) and designated Commercial on the City's Future Land Use Map. The applicant has also applied for and is seeking approval of a Development of Regional Impact (DRI) amendment since the site is located within the 84 South DRI, to rezone the subject area to a Planned Development District (PDD), and a Development Agreement for the subject site. In addition, the applicant has applied for site plan approval for a hotel on the vacant land which is expected to be presented at a future City Commission meeting. The proposed Revised Master Plan requires City Commission approval as per Section 16-109 of the Land Development Code.

Staff finds this application meets the DRI development order and all applicable Land Development Code requirements for the approval of the PDD Revised Master Plan. Therefore, Staff recommends approval subject to the following conditions:

1. City Commission approval of the associated DRI Development Order (DRI-000507-2025) amendment and Development Agreement (DEVAG-000209-2025).
2. Approval of associated plat note amendment (PLAT-AMEND-000228-2025).
3. Prior to building permit, applicant must submit bond for the cost of the eight (8) mitigation trees proposed within FDOT right-of-way. Such trees must be planted prior to issuance of certificate of occupancy. If FDOT does not install such trees by the time of certificate of occupancy, applicant may request payment into the tree fund if approved by City staff.
4. Prior to final Master Plan approval through the Community Development Department, the applicant shall provide legal documents to constitute evidence of the unified control of the entire area within the proposed PDD address all outstanding Development Review Committee comments.
5. Prior to final Master Plan approval through the Community Development Department, the

applicant shall correct the appropriate sheets in the Master Plan set and address the outstanding comments of the Development Review Committee.

6. Prior to final Master Plan approval through the Community Development Department, the applicant shall update appropriate sheets to include the required striping and signage in compliance with the Manual of Uniform Traffic Control Devices (MUTCD) and the egress shall be revised to provide a shared through left turn lane and a separate right turn lane consistent with the City's traffic consultants comments.
7. Prior to final Master Plan approval through the Community Development Department, applicant shall provide a boundary survey of the comprehensive PDD area.
8. Comply with all conditions within associated PDD Development Agreement (DEVAG-000209-2025).
9. Applicant shall provide additional bicycle racks within the existing developed area of the proposed PDD.
10. Applicant shall provide one additional shade tree along SW 160 Avenue, south of the primary entrance drive, and enhance existing entry feature landscaping as approved by the Urban Forester.
11. Applicant is voluntarily committing to pay for, install, and maintain two (2) art displays within the project at its sole cost and expense. The cost and expense associated with the art displays will be documented within the project's development agreement/design guidelines. One art display will be located south of the main entrance along SW 160 Avenue, and a second art display will be installed in front of the proposed hotel.

Staff completed an open building permit and code violation search. There are five open building permits and no active code violations or liens.

For more information on this item, including any of the attachments to this item or additional backup information, please contact the Community Development Department staff member identified below.

Department Head Recommendation:
Approval

Person With Additional Information:
Name: Jim Koeth Phone: 954-746-3279

Department Head Name and Title:
Shannon Ley, P.E., Director of Community Development

City Manager:
Authorized for agenda placement

SUNRISE, FLORIDA

RESOLUTION NO. _____

A RESOLUTION OF THE CITY OF SUNRISE, FLORIDA, APPROVING A REVISED MASTER PLAN FOR A PLANNED DEVELOPMENT DISTRICT (PDD) GENERALLY LOCATED AT THE NORTHEAST CORNER OF SW 160 AVENUE AND SW 14 STREET (INDIAN TRACE); PROVIDING FOR PROGRESS REPORTS; PROVIDING FOR THE TERM OF THE APPROVAL; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, pursuant to Section 16-109 of the Code of the City of Sunrise, Florida, Weston Hotel Management 18 LLC (Applicant) has applied to the City Commission for approval of a Planned Development District (PDD) Revised Master Plan; and

WHEREAS, City Staff has reviewed the application and recommends approval of the Planned Development District (PDD) Revised Master Plan.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF SUNRISE, FLORIDA:

Section 1. Approval of Revised Master Plan. Pursuant to Application No. MP-000303-2025, the Revised Master Plan for a Planned Development District (PDD) is approved. The Applicant, the property owner, and their successors and assigns shall comply with all staff recommendations and conditions set forth in the Community Development Department's Staff Report to the City Commission, including those listed in the Staff Recommendation to the Planning and Zoning Board section. A copy of Staff Report is attached to and made a part of this Resolution as Exhibit A.

Section 2. Progress Reports. Pursuant to Section 16-109(f)(3) of the City Code, the Applicant, or its successors in interest, shall submit annual progress reports to the Director of Community Development Department or designee.

Section 3. Term. In accordance with Section 16-109(f)(4) of the City Code, this PDD Revised Master Plan approval shall be effective for eighteen (18) months from the effective date of this Resolution. Approval of the PDD Revised Master Plan shall remain effective while development activity continues the project as defined by permitting and inspection procedures. The City Commission may extend this period pursuant to Section 16-109(f)(4) of the City Code.

Section 4. Effective Date. This Resolution shall be effective upon final approval of the rezoning from B-2 (Community Business District) zoning district to a Planned Development District (PDD) pursuant to Rezoning Application No. RZ-000203-2025.

PASSED AND ADOPTED this _____ DAY of _____, 2026.

_____
Mayor Michael J. Ryan

Authentication:

_____
Felicia M. Bravo
City Clerk

MOTION: _____
SECOND: _____

CLARKE: ____
GUZMAN: ____
KERCH: ____
SCUOTTO: ____
RYAN: ____

Approved by the City Attorney
as to Form and Legal Sufficiency

_____
Thomas P. Moss

STAFF REPORT

CAMINO REAL – (REVISED MASTER PLAN)

Summary

This is an application for a Revised Master Plan approval for an approximately fifteen (15) acre site. The subject property is generally located at the northeast corner of SW 160 Avenue and SW 14 Street (Indian Trace), excluding the gas station, billboard site and day care center, as shown on the location map.

Concurrently, the applicant is proposing to construct a hotel on the existing vacant parcel located on the eastern portion of the subject site and in a future phase redevelop portions of the rest of the shopping center as a mixed-use development with residential, commercial and office uses. The property is currently zoned B-2 (Community Business District) and designated Commercial on the City's Future Land Use Map. The applicant has also applied for and is seeking approval of a Development of Regional Impact (DRI) amendment since the site is located within the 84 South DRI, to rezone the subject area to a Planned Development District (PDD), and a Development Agreement for the subject site. In addition, the applicant has applied for site plan approval for a hotel on the vacant land. The proposed Revised Master Plan requires City Commission approval as per Section 16-109 of the Land Development Code.

General Information

The subject site's original master plan and phase I site plan was approved on April 27,1987 via Resolution No. 87-90 and subsequently approvals for other phased buildings were approved.

The site includes a commercial shopping center, known as Indian Trace Shopping Center, which includes retail, restaurant, a movie theater, a five (5) story office building, and vacant undeveloped land on the eastern section of the site. The vacant undeveloped land was originally approved and planned to be office/showroom; however, this revised master plan provides for the vacant land to be a seven (7) story, 174 room hotel.

An existing billboard parcel is located within the proposed revised master plan site, however that portion is excluded from the master plan, as well as a future portion of land that will increase the billboard parcel. In addition, the existing gas station and day care center were not included in the original master plan and is not part of the current revised master plan. Two vehicular access points exist from SW 160 Avenue.

Surrounding property uses include I-75 to the east, a hotel south across SW 14 Street within the Town of Davie, a gas station with a B-2 (Community Business District) zoning designation and a shopping center within the City of Weston across SW 160 Avenue on the west. To the north of the site is a day care center with a B-2 (Community Business District) zoning designation, a canal with a R-OS (Recreation-Open Space) zoning designation and a single family residential community with RS-3 (Low Density Single-Family Residential District).

Project Description

The overall proposed development program for this Revised Master Plan is divided into two phases.

Phase 1 includes the development of a seven (7) story, 174 room hotel on the vacant parcel (Parcel 1), excluding the existing and proposed billboard parcels. Phase 1 also includes main entry improvements (south entrance). Improvements to this main entry include the addition of pavers, striping enhancement, entry feature landscaping, the addition of public art, and a new monument sign. New dedicated pedestrian paths will also be added to provide connectivity from the hotel parcel to the shopping center. The development program for Phase 1 includes:

- Proposed seven (7) story, 174 room hotel
- Existing 29,000 sq. ft. of Office
- Existing 100,776 sq. ft. of Commercial

The future Phase 2 will include redevelopment of portions of the existing shopping center to provide for a mixed-use development, with the introduction of residential uses. The proposed Master Plan does not include entitlements or account for mitigation of impacts from future approved residential entitlements, which will be done within 12 months of approval of phase 1. At time of the redevelopment entitlement request, the PDD guidelines will be amended:

Increase PDD open space

- Request allocation of residential units
- Amend the 84 South DRI for allow multi-family residential uses as necessary

Public Art

The applicant is proposing to pay for, install, and maintain two (2) art displays. One art display will be located south of the main entrance along SW 160 Avenue, and a second art display will be installed in front of the proposed hotel.

Landscaping Along I-75

As part of the surrounding roadway improvements, the Florida Department of Transportation (FDOT) is currently designing landscape enhancements along the I-75

corridor. The Applicant is proposing additional landscaping beyond FDOT's original plan to further enhance the area, specifically eight (8) additional trees to be installed by FDOT as part of larger FDOT project. ~~To implement these enhancements, the Applicant will enter into an agreement with the City, through which the Applicant will pay the City for the cost of the additional landscaping. The City will forward those funds to FDOT so the improvements can be included in FDOT's overall plan.~~

Staff Evaluation

Staff finds the applicant has addressed the criteria established in Section 16-109 of the Land Development Code for approval of a PDD Master Plan.

Staff Recommendation to the Planning and Zoning Board, December 4, 2025

Staff finds this application meets the DRI development order and all applicable Land Development Code requirements for the approval of the PDD Revised Master Plan. Therefore, Staff recommends approval subject to the following conditions:

1. City Commission approval of the associated DRI Development Order (DRI-000507-2025) amendment and Development Agreement (DEVAG-000209-2025).
2. Approval of associated plat note amendment (PLAT-AMEND-000228-2025).
3. ~~Prior to final Master Plan approval through the Community Development Department, applicant must receive FDOT approval for additional buffer landscaping located within the State Right-of-Way along I-75 adjacent to the subject site's vacant land~~. Prior to building permit, applicant must submit bond for the cost of the eight (8) mitigation trees proposed within FDOT right-of-way. Such trees must be planted prior to issuance of certificate of occupancy. If FDOT does not install such trees by the time of certificate of occupancy, applicant may request payment into the tree fund if approved by City staff.
4. Prior to final Master Plan approval through the Community Development Department, the applicant shall provide legal documents to constitute evidence of the unified control of the entire area within the proposed PDD address all outstanding Development Review Committee comments.
5. Prior to final Master Plan approval through the Community Development Department, the applicant shall correct the appropriate sheets in the Master Plan set and address the outstanding comments of the Development Review Committee.
6. Prior to final Master Plan approval through the Community Development Department, the applicant shall update appropriate sheets to include the required striping and signage in compliance with the Manual of Uniform Traffic Control Devices (MUTCD) and the egress shall be revised to provide a shared through left turn lane and a separate right turn lane consistent with the City's traffic consultants comments.

7. Prior to final Master Plan approval through the Community Development Department, applicant shall provide a boundary survey of the comprehensive PDD area.
8. Comply with all conditions within associated PDD Development Agreement (DEVAG-000209-2025).
9. Applicant shall provide additional bicycle racks within the existing developed area of the proposed PDD.
10. Applicant shall provide one additional shade tree along SW 160 Avenue, south of the primary entrance drive, and enhance existing entry feature landscaping as approved by the Urban Forester.
11. Applicant is voluntarily committing to pay for, install, and maintain two (2) art displays within the project at its sole cost and expense. The cost and expense associated with the art displays will be documented within the project's development agreement/design guidelines. One art display will be located south of the main entrance along SW 160 Avenue, and a second art display will be installed in front of the proposed hotel.

Planning and Zoning Board Recommendation, December 4, 2025

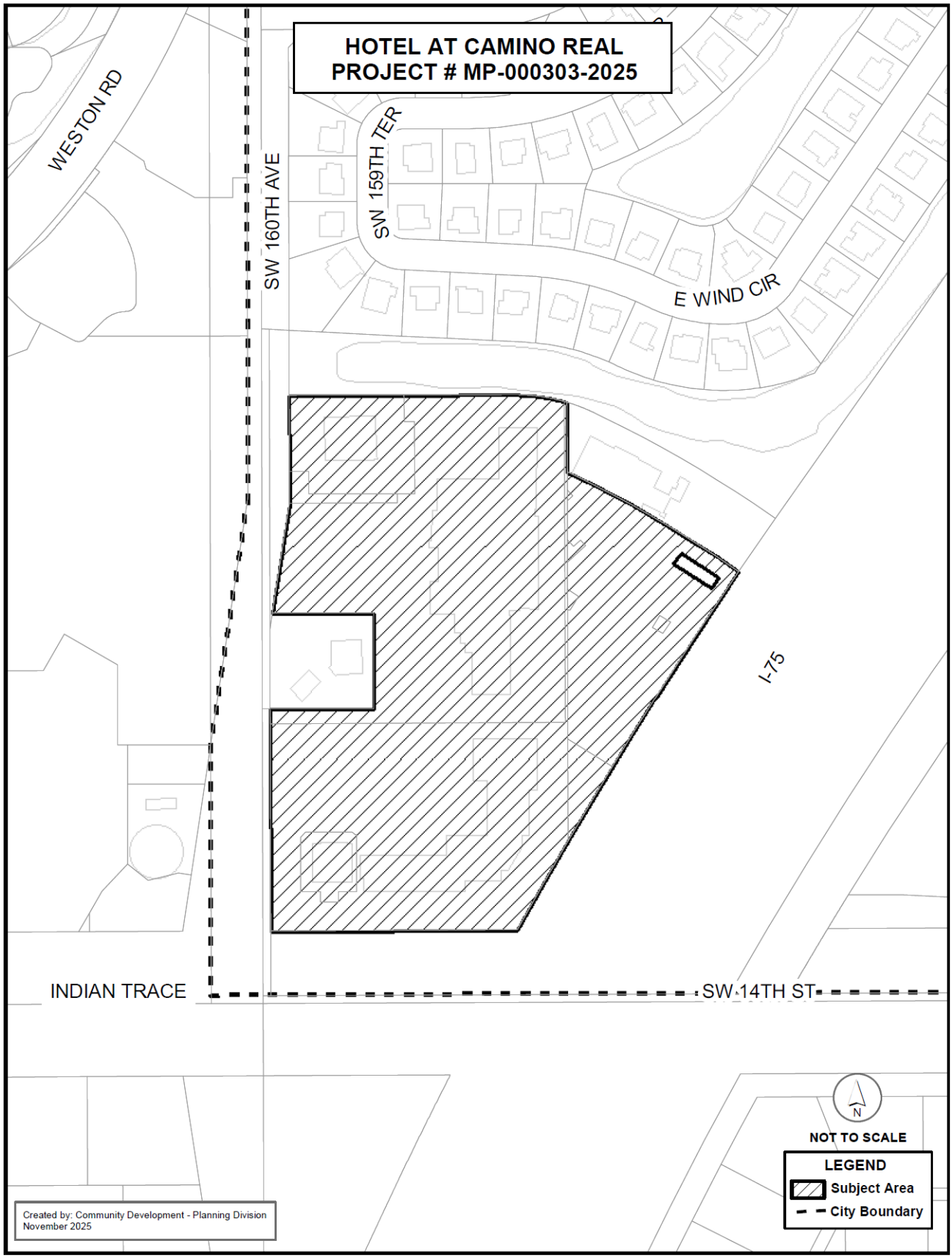
At its meeting on December 4, 2025, the Board approved Staff's recommendation subject to the conditions listed above.

Final Staff Recommendation to the City Commission, January 13, 2026

The staff report, specifically the Project Description and Staff Recommendation Sections, have been updated as shown in strikethrough and underline to account for additional information provided. The referenced changes are not substantial. Staff recommends the approval of this application subject to the conditions listed above.

Planner: Sylvia Miller/Jim Koeth
File No: MP-000303-2025

Location Map



MISKEL BACKMAN LLP
BONNIE MISKEL • SCOTT BACKMAN • ERIC COFFMAN • HOPE CALHOUN
DWAYNE DICKERSON • ELE ZACHARIADES • CHRISTINA BILENKI
DAVID MILLEDGE • SARA THOMPSON • JEFFREY SCHNEIDER • SAMUEL EPSTEIN

November 24, 2025

Ms. Shannon Ley, PE
Community Development Director
City of Sunrise
10770 West Oakland Park Boulevard
Sunrise, FL 33351

RE: Camino Real PDD-Master Plan Application

Dear Ms. Ley,

Weston Hotel Management 18 LLC ("Applicant") is the contract purchaser of the +/- 2.46-acre vacant parcel generally located on the northeast corner of SW 14th Street and SW 160th Avenue (folio: 504009070011) ("Vacant Parcel") in the City of Sunrise ("City"). Adjacent to the Vacant Parcel is the Indian Trace Shopping Center (folios: 504009070010, 504009070021, 504009070012, 504009070014, 504009070015, 504009070017, and 504009070020), collectively referred to with the Vacant Parcel as the "Property." The Property, totaling 14.98 acres, is zoned B-2, Community Business on the City's Zoning Map, and contains a Commercial future land use designation on the City's Future Land Use Map.

The Indian Trace Shopping Center's master plan, approved on April 27, 1987, authorized the existing commercial and office uses on-site. It has been revised over time, most recently on December 18, 2006. Although the plan included the future development of the Vacant Parcel as an Office Showroom, this portion of the project was never constructed. Now, the Applicant proposes to rezone the Property from B-2 to Planned Development District ("PDD") to redevelop the Property in two phases. Phase 1 includes the construction of a 174-unit hotel with a swimming pool, fitness center, meeting room, and dining facilities on the Vacant Parcel. Additionally, off-site improvements are proposed in Phase 1 at the entrance along SW 160th Avenue with a new drive-way entrance consisting of new striping, landscape island with trees, a new monument sign, sidewalk, and pavers and ground cover landscaping in median. As part of the surrounding roadway improvements, the Florida Department of Transportation (FDOT) is currently designing landscape enhancements along the I-75 corridor. The Applicant is proposing additional landscaping beyond FDOT's original plan to further enhance the area. To implement these enhancements, the Applicant will enter into an agreement with the City, through which the Applicant will pay the City for the cost of the additional landscaping, and the City will then forward those funds to FDOT so the improvements can be included in FDOT's overall plan. Phase 2

envisions a future mixed-use community featuring multifamily residential units, commercial spaces, and office uses (collectively, the "Project").

As part of the existing conditions on the Property, there is a small, separately folioed parcel (folio # 504009070016) located entirely within the boundaries of the Vacant Parcel (the "Billboard Parcel"), which contains a billboard structure. A portion of the billboard aerially extends over the Vacant Parcel, as is permitted by an existing Easement Agreement recorded in ORB 49050, Page 371, in the Public Records of Broward County, Florida. Following the Applicant's purchase of the Vacant Parcel, the property lines of the Billboard Parcel will be adjusted to include the portions of the billboard structure that currently hover over the Vacant Parcel. In turn, an easement will be granted back to the Vacant Parcel to allow for continued use of the land for hotel-related site improvements, such as landscaping, drive aisles, and parking. This Billboard parcel is not a part of the master plan application.

In connection with the submission of the PDD rezoning application, the Applicant is submitting a Master Plan application in accordance with Section 16-109(e) of the City's Land Development Code, which requires the submission of a Development Agreement with Design Guidelines, and a PDD Master Plan. The full application package includes a Site Plan, a Plat Note Amendment, and a DRI Amendment request to support the proposed Project. All applications and documents currently under review, which includes the Rezoning, Site Plan, Plat Note Amendment, Master Plan, Development Agreement, Design Guidelines, and DRI Amendment are intended to authorize immediate development of a hotel within Phase 1 only. Phase 2 is planned to include future residential, commercial, and office uses on the remaining portions of the Property. Additionally, it will be Hotel Owner's responsibility to install and maintain any public art proposed within the project at its sole cost and expense with the cost of the public art to be documented in the development agreement/design guidelines.

While these general uses have been identified, specific plans for Phase 2 have not yet been developed. Within 12 months of receiving entitlement approvals for the Camino Real PDD, the Applicant will revise the PDD and Master Plan to allocate residential density, revise any applicable Phase 2 approvals. The Phase 2 approval process, among other things, will ensure that all concurrency and other impact associated with the proposed residential density are fully analyzed in accordance with applicable regulations.

Phase 1 of the Project will revitalize an underutilized parcel, whereas Phase 2 will enhance the existing commercial uses within the shopping center, together providing a modern, high-quality hospitality option that complements the surrounding area.

The proposed Project will not only bring a quality hotel to the area but will also serve as a key step in revitalizing the Property and supporting the growth of the surrounding community. By

modernizing the existing commercial uses and introducing a hotel, the Project will contribute to the City's long-term goals and provide new opportunities for residents and visitors alike.

Consistency with the City's Comprehensive Plan

The proposed master plan is consistent with the following goals, objectives and policies of the City's Comprehensive Plan:

> Goal 2: Provide for a varied and diverse mix of commercial opportunities to serve the residents of the City of Sunrise and the South Florida Region.
>
> *The proposed rezoning seeks to provide a diverse mix of uses that will target the needs of the surrounding neighborhoods. The purpose of seeking the PDD zoning designation is to enable the property owner to deliver a wide range and mix of uses that could not be achieved under the current zoning designation.*
>
> Policy 2.1.3: The City of Sunrise shall continue to encourage integration of mixed land uses by utilizing innovative environmental protection regulations and zoning techniques such as planned commercial/office development with residential, public schools and environmental areas where suitable.
>
> *By seeking the PDD zoning designation, the property is able to provide commercial, office and hotel uses within close proximity to one another. The goal is to create opportunities for less vehicular traffic and more availability to walk or bike to nearby commercial uses for those that work or live in close proximity to the Property.*
>
> Policy 16.1.1: Encourage the use of mixed land use development regulations in those areas where compatible mixed land use patterns currently exist or are planned. Emphasis shall be placed on pedestrian safety, joint use of open space, and coordinating drainage filtration and retention systems.
>
> *The proposed rezoning establishes subdivision and land development regulations that will facilitate a well-planned, orderly, and aesthetically compatible development within the City. The rezoning supports a mix of uses that will enable the effective revitalization of the site. As the Property is already developed, the essential capital improvements— including roadway, utility, and drainage infrastructure—are in place to support the proposed Project. In addition, the Project will enhance pedestrian connectivity by providing a new sidewalk linking the proposed hotel to the existing shopping center, along with improved open spaces and an interconnected drainage system.*

Goal 9 - Provide opportunities to serve the current and future needs of the City of Sunrise population and economy.

The proposed PDD rezoning will facilitate the redevelopment of an underutilized parcel and enhance the existing commercial uses within the adjacent shopping center by introducing a modern, high-quality hotel use that is compatible with the surrounding area. The Project will serve as a catalyst for reinvestment on the Property and support the continued growth and economic vitality of the surrounding community. By improving the existing commercial environment and incorporating a new hospitality use, the proposed development is consistent with the City's long-term planning objectives and will provide additional amenities and opportunities for both residents and visitors.

Goal 14 - Protect Potable Water Wellfields, Zones of Influence, Wetlands and Areas Impacted by Mining and Fracking.

This site is not within a potable water wellfield and there are no existing wetlands on the site.

Goal 15 - To minimize off-site runoff, flooding and erosion.

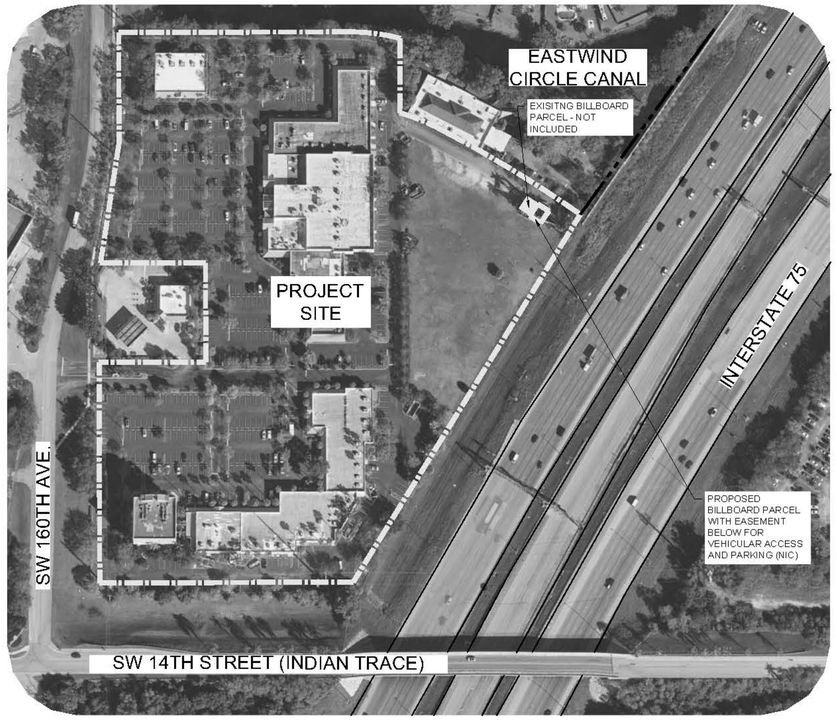
The site is already permitted by SFWMD as part of the 84 South master drainage permit from SFWMD. A permit modification was later permitted for the Indian Trace Center under permit 06-00243-S The drainage system is only required by provide ½" of dry pretreatment prior to discharging to the canal to the north. Water quality and water quantity are already provided for this site within the master lake system.

Sincerely,

Sara Thompson

Sara Thompson, Esq.
Miskel Backman LLP

HOTEL at CAMINO REAL
MASTER PLAN



AERIAL MAP

NOT TO SCALE

PROJECT TEAM:

OWNER / DEVELOPER:

H&M DEVELOPMENT, LLC

3785 NW 82ND AVENUE. SUITE 204
MIAMI, FLORIDA 33166
CONTACT: DANIEL MASVEYRAUD
PHONE: 305.682.1311
E-MAIL: DANIEL@HMDEVELOPMENT.NET

ARCHITECTURE:

ANDERSON ARCHITECTURE, INC.

399 CAMINO GARDENS BOULEVARD. SUITE 202
BOCA RATON, FLORIDA 33432
CONTACT: ERIC ANDERSON
PHONE: 561.362.0220
E-MAIL: ERIC@ANDERSONARCHITECTURE.COM

SURVEYOR:

PULICE LAND SURVEYORS, INC.

5381 NOB HILL ROAD
SUNRISE, FLORIDA 33351
CONTACT: JOHN F. PULICE
PHONE: 954.572.1777
E-MAIL: SURVEYS@PULICELANDSURVEYORS.COM

LANDSCAPE:

EBRAHIMIAN CREATIVE GROUP

10708 NW 12TH MNR.,
PLANTATION, FLORIDA 33322
CONTACT: RYAN J. KING EBRAHIMIAN
PHONE: 305.879.7965
E-MAIL: RKINGEBRA@ECG. LAND

CIVIL ENGINEERING:

FLYNN ENGINEERING, INC.

241 COMMERCIAL BLVD.
LAUDERDALE BY THE SEA, FLORIDA 33308
CONTACT: DENNIS SHULTZ
PHONE: 954.533.1004
E-MAIL: DSCHULTZ@FLYNNENGINEERING.COM

SITE LIGHTING:

THOMPSON AND YOUNGROSS ENGINEERING CONSULTANTS

902 CLINT MOORE ROAD, SUITE 142
BOC RATON, FLORIDA 33487
CONTACT: ANDREW YOUNGROSS
PHONE: 561.274.0200
E-MAIL: ANDREW@TECFLA.COM

TRAFFIC:

MCMAHON, A BOWMAN COMPANY

2090 PALM BEACH LAKES BOULEVARD, SUITE 400
WEST PALM BEACH, FLORIDA 33409
CONTACT: NATALIA T. LERCARI
PHONE: 561.840.8650
E-MAIL: NLERCARI@BOWMAN.COM

SHEET INDEX :

MP-0	COVER SHEET
MP-1	MASTER PLAN - EXISTING SITE PLAN
MP-2	MASTER PLAN - PROPOSED SITE PLAN
MP-3	MASTER PLAN - TRAFFIC CIRCULATION
MP-4	MASTER PLAN - PHASING
MP-5	NOT USED
MP-6	NOT USED
MP-7	MASTER PLAN - PEDESTRIAN CIRCULATION
MP-8	HOTEL SITE SECTIONS
MP-9	EXISTING DEVELOPMENT SITE SECTIONS
MP-10	MASTER PLAN - OPEN SPACE EXHIBIT
MP-R1	RENDERING - VIEW 1
MP-R2	RENDERING - VIEW 2
MP-R3	RENDERING - VIEW 3
MP-R4	RENDERING - VIEW 4
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L-1	MASTER LANDSCAPE PLAN - NORTH
L-2	MASTER LANDSCAPE PLAN - SOUTH
L-2.1	ENERGY LANDSCAPE PLAN
L-2.2	PARCEL 1 PERIMETER BUFFER LANDSCAPE PLAN
L-3	MASTER EXISTING TREE DISPOSITION PLAN - NORTH
L-4	MASTER EXISTING TREE DISPOSITION PLAN - SOUTH
L-5	MASTER EXISTING TREE INVENTORY LIST PLAN
L-6	MASTER LANDSCAPE DETAILS AND SPECIFICATIONS
LD-1	EXISTING TREE DISPOSITION PLAN - PARCEL 1
LD-2	DISPOSITION CHART - PARCEL 1
S	SURVEY
P	PLAT

APPLICABLE CODES:

FLORIDA BUILDING CODE - 2023 EDITION
FLORIDA ACCESSIBILITY CODE - 2023 EDITION
FLORIDA FIRE PREVENTION CODE - 2023 EDITION
ADA - 2010 EDITION
NATIONAL ELECTRICAL CODE - 2020

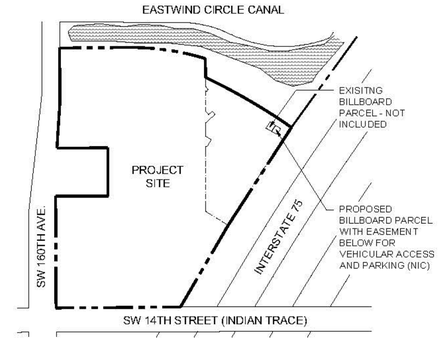
FLOOD ZONE: "AH"

MINIMUM ELEVATION OF 8.0 NAVD 88

PROVIDED FINISHED FLOOR ELEVATION: (9.0) NAVD 88

FILM MAP # 12011C0530 (EFFECTIVE DATE 7/31/24)

NOTE: CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE CITY OF SUNRISE MINIMUM DESIGN AND CONSTRUCTION STANDARDS.



LOCATION MAP

NOT TO SCALE

LEGAL DESCRIPTION:

ALL OF PARCEL "K-2" AND A PORTION OF PARCEL "K", "**NEW RIVER ESTATES, SECTION NINE**", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 126, PAGE 46, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, MORE FULLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID PARCEL "K-2"; THENCE NORTH 89°52'18" EAST, ALONG THE NORTH LINE OF SAID PARCELS "K-2" AND "K", A DISTANCE OF 434.95 FEET TO A POINT OF CURVATURE OF A CIRCULAR CURVE; THENCE EASTERLY AND SOUTHEASTERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 354.39 FEET, A CENTRAL ANGLE OF 16°43'54", FOR AN ARC DISTANCE OF 103.49 FEET TO A POINT OF NON-TANGENCY; THENCE SOUTH 00°07'42" EAST 133.91 FEET; THENCE SOUTH 64°07'42" EAST 20.68 FEET TO A POINT OF CURVATURE OF A CIRCULAR CURVE; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 2232.21 FEET, A CENTRAL ANGLE OF 09°18'54", FOR AN ARC DISTANCE OF 362.91 FEET TO A POINT ON THE ARC OF A CIRCULAR CURVE CONCAVE SOUTHEASTERLY FROM WHICH A RADIAL LINE BEARS SOUTH 55°38'39" EAST, ALSO BEING REFERENCE POINT 'A'; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 8859.37 FEET, A CENTRAL ANGLE OF 05°15'37", FOR AN ARC DISTANCE OF 813.37 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL "K"; THENCE SOUTH 89°46'02" WEST 476.29 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL "K"; THENCE NORTH 00°07'42" WEST ALONG THE WEST LINE OF SAID PARCEL "K" 428.83 FEET; THENCE NORTH 89°52'18" EAST 200.00 FEET; THENCE NORTH 00°07'42" WEST 185.00 FEET; THENCE SOUTH 89°52'18" WEST 195.15 FEET TO A POINT ON SAID WEST LINE; THENCE NORTH 08°46'02" EAST ALONG SAID WEST LINE 214.36 FEET; THENCE NORTH 00°07'42" WEST ALONG THE WEST LINE OF SAID PARCEL "K-2" 208.71 FEET TO THE **POINT OF BEGINNING**.

LESS THE FOLLOWING:

A PORTION OF PARCEL "K", "**NEW RIVER ESTATES, SECTION NINE**", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 126, PAGE 46, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT REFERENCE POINT 'A' BEING ON THE ARC OF A CIRCULAR CURVE CONCAVE SOUTHEASTERLY FROM WHICH A RADIAL LINE BEARS SOUTH 55°38'39" EAST; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 8859.37 FEET, A CENTRAL ANGLE OF 00°10'44", FOR AN ARC DISTANCE OF 27.65 FEET; THENCE NORTH 55°49'23" WEST 25.12 FEET TO THE **POINT OF BEGINNING**; THENCE SOUTH 32°37'24" WEST 24.02 FEET; THENCE NORTH 61°30'29" WEST 30.78 FEET; THENCE NORTH 61°30'45" WEST 23.42 FEET; THENCE NORTH 32°37'24" EAST 27.93 FEET; THENCE SOUTH 57°22'49" EAST 54.06 FEET TO THE **POINT OF BEGINNING**.

SAID LANDS LYING AND BEING IN THE CITY OF SUNRISE, BROWARD COUNTY, FLORIDA, AND CONTAINING A TOTAL OF 652,131 SQUARE FEET (14.9709 ACRES), MORE OR LESS.

LEAVE BLANK - FOR CITY USE ONLY

anderson architecture, inc.
333 CAMINO GARDENS BLVD., SUITE 201
BOCA RATON, FLORIDA 33432
V: 561.362.0220
www.andersonarchitecture.com

commission:	24.088
principal:	ERIC ANDERSON
project manager:	AA
file name:	4086-MP0
date:	11/18/2025

date	revision:

HOTEL AT CAMINO REAL - PDD
INTERSTATE-75 AND SW 160TH AVENUE
SUNRISE, FL 33326

COVER SHEET

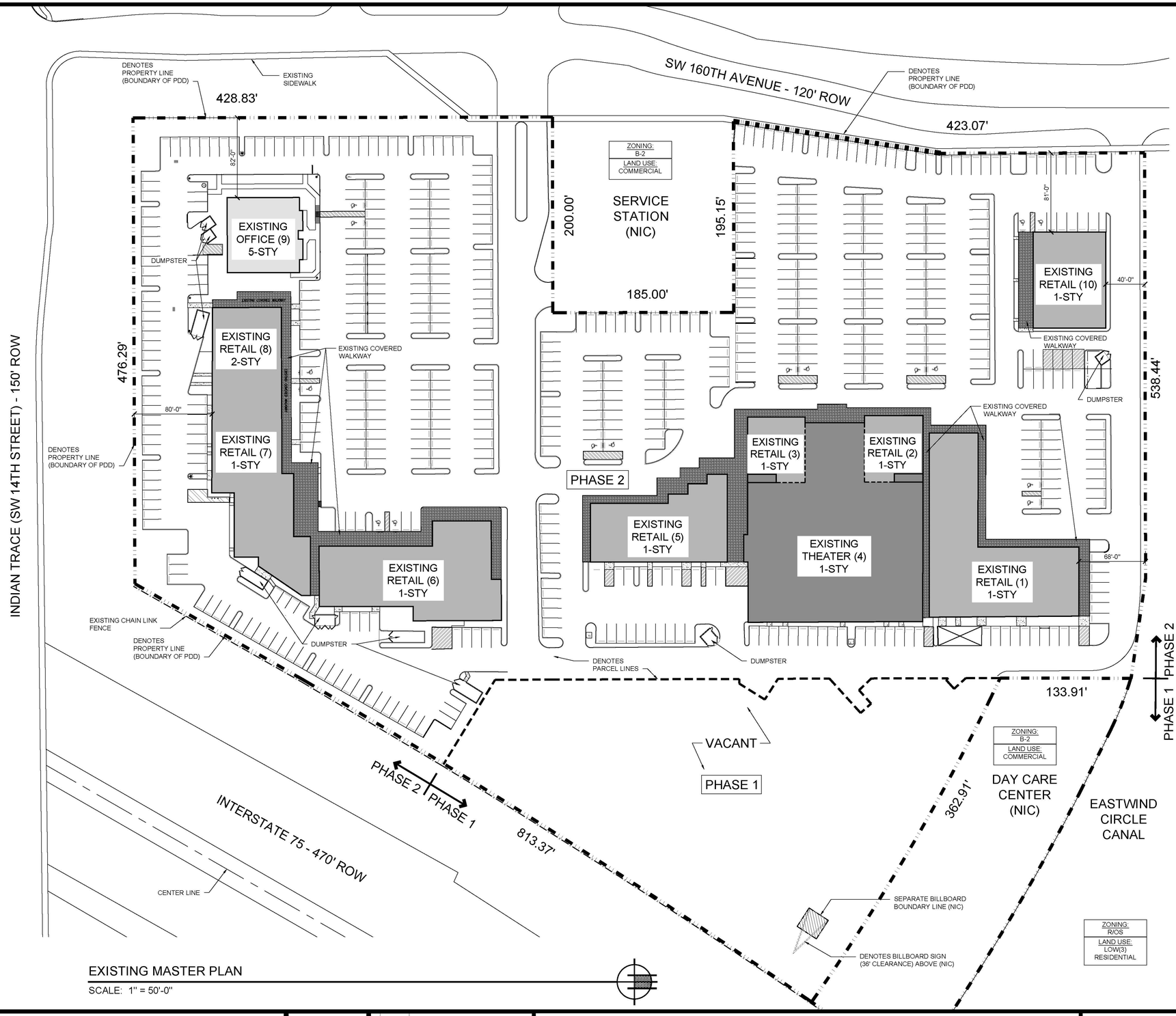
eric anderson

SEAL

STATE OF FLORIDA
ERIC ANDERSON
AR0010628
ERIC ANDERSON

DATE:

SHEET NO.
MP0



EXISTING MASTER PLAN

SCALE: 1" = 50'-0"

SITE TABULATIONS - EXISTING:

SITE AREA :

PHASE 1	107,232 SF - 2.46 ACRES
PHASE 2	545,636 SF - 12.62 ACRES
TOTAL	652,888 SF - 14.99 ACRES

BUILDING AREA:	GROSS:	FOOTPRINT:
1 - RETAIL:	15,000 SF	15,000 SF
2 - RETAIL:	3,600 SF	3,600 SF
3 - RETAIL:	3,600 SF	3,600 SF
4 - THEATER :	26,000 SF	26,000 SF
5 - RETAIL:	9,600 SF	9,600 SF
6 - RETAIL:	15,618 SF	15,618 SF
7 - RETAIL:	13,216 SF	13,216 SF
8 - RETAIL:	6,862 SF	5,862 SF
9 - OFFICE:	29,000 SF	5,800 SF
10 - RETAIL:	7,280 SF	7,280 SF
TOTAL:	129,776 SF	105,576 SF
FAR:	129,776 SF / 652,888 SF = 0.199	

EXISTING PARKING PROVIDED (PHASE 2):

STANDARD PARKING:	642 SPACES
HANDICAP PARKING:	16 SPACES
EXISTING PARKING TOTAL:	658 SPACES

SITE COVERAGE - PHASE 2:

PERVIOUS	64,033 SF	(11.73%)
IMPERVIOUS	481,603 SF	(88.27%)
TOTAL	545,636 SF	(12.53 AC)
COMMON OPEN SPACE (PHASE 2 ONLY)	22,035 SF	(4.0%)

ALL EXISITNG PAVED AREAS INCLUDED IN PHASE 2 ARE ASPHALT

LINE TYPE	LINE DESIGNATION
PROPERTY LINE (EXTENT OF PDD)	
PHASE LINE	
COVERED WALKWAY	
PAVERS	

LEAVE BLANK - FOR CITY USE ONLY

anderson architecture, inc.
333 CAMINO GARDENS BLVD., SUITE 201
BOCA RATON, FLORIDA 33432
V: 561.392.0220
www.andersonarchitecture.com

commission:	24.086
principal:	ERIC ANDERSON
project manager:	AA
file name:	4086-MP1
date:	11/18/2025

date	revision:

HOTEL AT CAMINO REAL - PDD

INTERSTATE-75 AND SW 160TH AVENUE
SUNRISE, FL 33326

MASTER PLAN EXISTING

eric anderson

SEAL

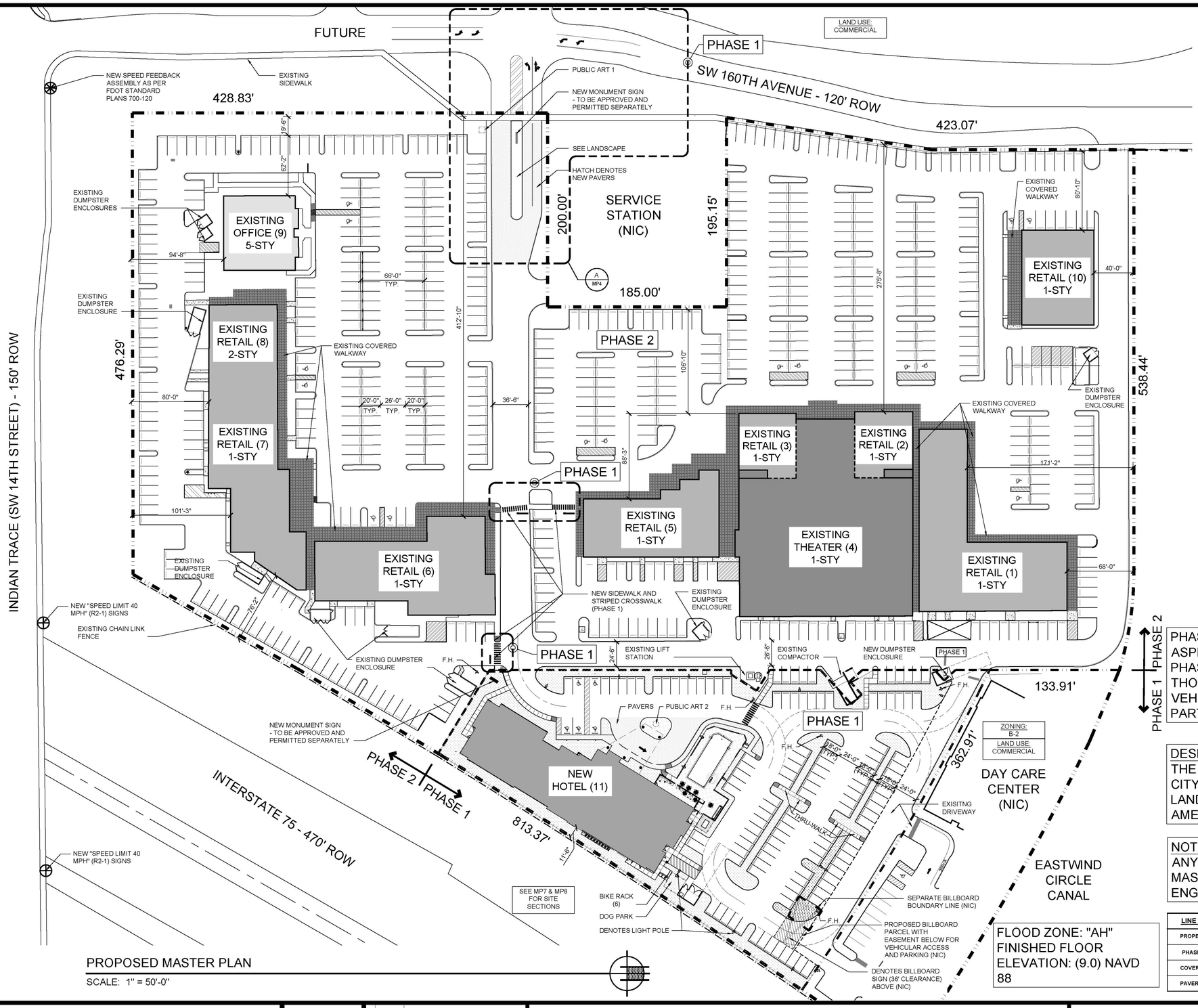
STATE OF FLORIDA · ERIC ANDERSON · AR0010628 · REGISTERED ARCHITECT

ERIC ANDERSON

DATE:

SHEET NO.

MP1



PROPOSED MASTER PLAN

SCALE: 1" = 50'-0"

SITE TABULATIONS - PROPOSED:

SITE AREA: . . . . . 652,888 SF - 14.99 ACRES

BUILDING AREA:	GROSS:	FOOTPRINT:
1 - RETAIL:	15,000 SF	15,000 SF
2 - RETAIL:	3,600 SF	3,600 SF
3 - RETAIL:	3,600 SF	3,600 SF
4 - THEATER :	26,000 SF	26,000 SF
5 - RETAIL:	9,600 SF	9,600 SF
6 - RETAIL:	15,618 SF	15,618 SF
7 - RETAIL:	13,216 SF	13,216 SF
8 - RETAIL:	6,862 SF	5,862 SF
9 - OFFICE:	29,000 SF	5,800 SF
10 - RETAIL:	7,280 SF	7,280 SF
11 - HOTEL:	102,271 SF	16,951 SF
TOTAL:	232,047 SF	122,527 SF

FAR: . . . . . 232,047 SF / 652,888 SF = 0.355

EXISTING PARKING PROVIDED (PHASE 2)

STANDARD PARKING: . . . . . 641 SPACES

HANDICAP PARKING: . . . . . 16 SPACES

EXISTING PARKING TOTAL: . . . . . 657 SPACES

HOTEL PARKING PROVIDED (PHASE 1):

STANDARD PARKING (9x18): . . . . . 126 SPACES

HANDICAP PARKING (12x18): . . . . . 5 SPACES

BIKE PARKING: . . . . . 6 SPACES

HOTEL PARKING TOTAL: . . . . . 131 SPACES

OVERALL PARKING TOTAL: . . . . . 788 SPACES

LAND USE AREAS:

HOTEL (PHASE 1) . . . . . 107,232 SF (2.46 AC)

RETAIL / OFFICE (PHASE 2) . . . . . 545,636 SF (12.52 AC)

SITE COVERAGE - ALL PARCELS:

	PERVIOUS	IMPERVIOUS	TOTAL
PHASE 1	25,108 SF (23.4%)	82,144 SF (76.7%)	107,252 SF (2.46 AC)
PHASE 2	64,033 SF (11.73%)	481,603 SF (88.27%)	545,636 SF (12.52 AC)
TOTAL	89,141 SF (13.7%)	563,747 SF (86.3%)	652,888 SF (14.99 AC)
COMMON OPEN SPACE (SEE MP10)	22,600 SF (3.5%)		

PHASE 1 - THE VEHICULAR USE AREA THROUGHOUT WILL BE ASPHALT EXCEPT WHERE NOTED.
PHASE 2 - THE EXISITNG VEHICULAR USE AREAS ARE ASPHALT THOUGHOUT - A PORTION OF THE ASPHALT AT THE PRIMARY VEHICULAR ENTRY FROM 160TH WILL BE CHANGED TO PAVERS AS PART OF THE PHASE 1 ASPECT TO THE PROJECT.

DESIGN GUIDELINES:
THE PROJECT IS CONSISTENT WITH THE CITY'S COMPREHENSIVE PLAN AND LAND DEVELOPMENT CODE, AS AMENDED BY THE DESIGN GUIDELINES.

NOTE:
ANY FUTURE MODIFICATIONS TO THIS MASTER PLAN WILL INCLUDE RELATED ENGINEERING PLANS.

FLOOD ZONE: "AH"
FINISHED FLOOR ELEVATION: (9.0) NAVD 88

LINE TYPE	LINE DESIGNATION
PROPERTY LINE (EXTENT OF PDD)	
PHASE LINE	
COVERED WALKWAY	
PAVERS	

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commission:	24.086
principal:	ERIC ANDERSON
project manager:	AA
file name:	4086-MP2
date:	11/18/2025

date	revision:

HOTEL AT CAMINO REAL - PDD

INTERSTATE-75 AND SW 160TH AVENUE
SUNRISE, FL 33326

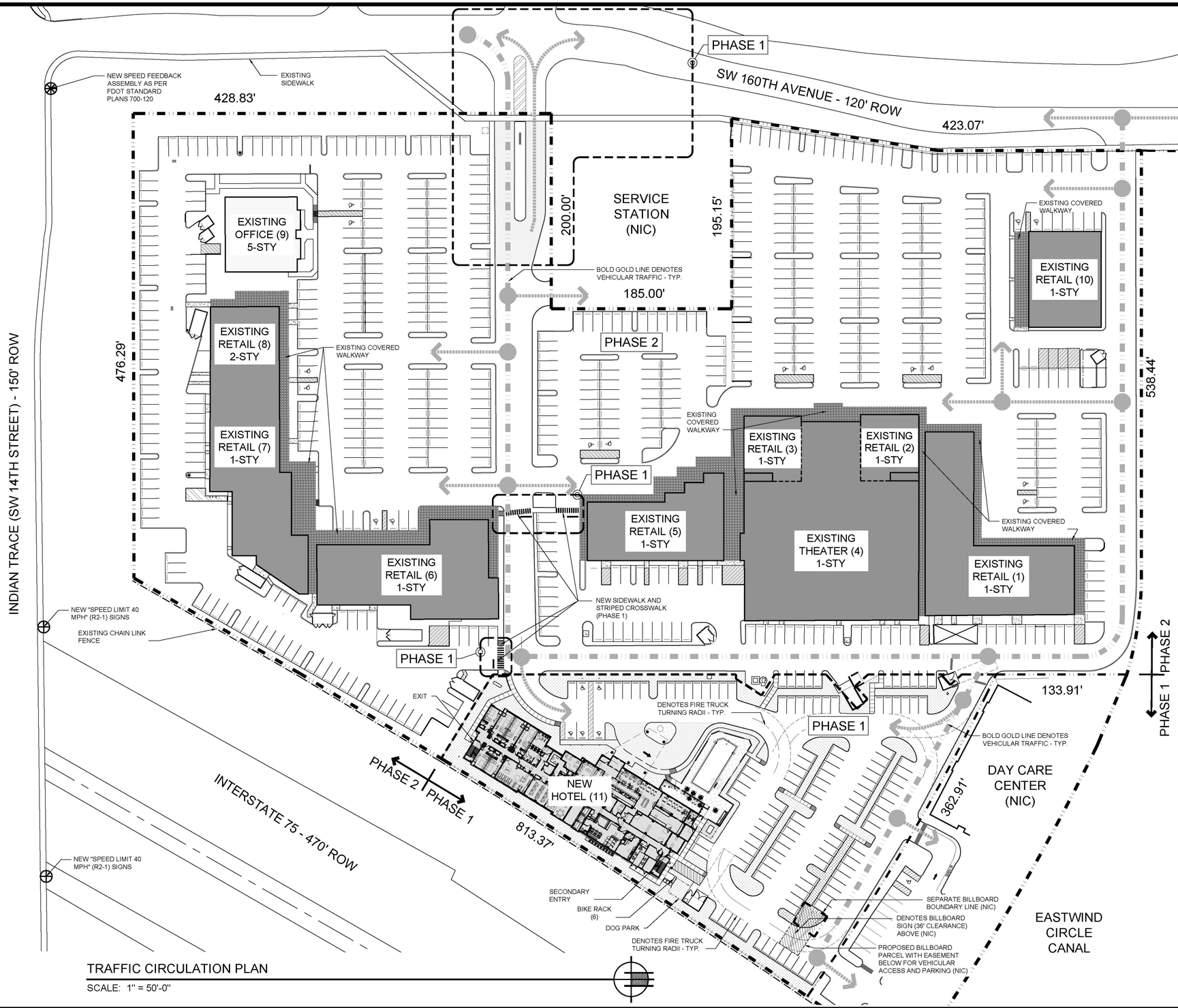
MASTER PLAN PROPOSED

eric anderson

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ERIC ANDERSON
AR0010628
ERIC ANDERSON

DATE:

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MP2



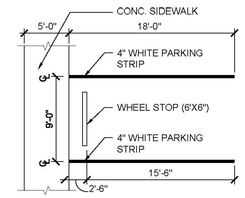
TRAFFIC CIRCULATION PLAN

SCALE: 1" = 50'-0"

LEGEND:

PRIMARY

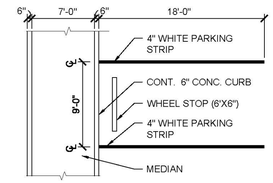
SECONDARY



PARKING AT CONC. SIDEWALK

1/8" = 1'-0"

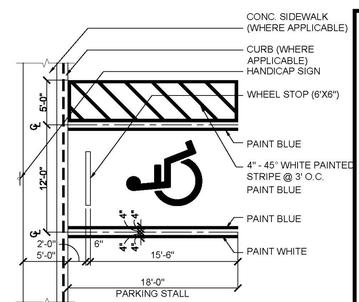
A / MP3



PARKING AT LANDSCAPE MEDIAN

1/8" = 1'-0"

B / MP3



TYP. HANDICAP PARKING

1/8" = 1'-0"

C / MP3

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file name:	4086-MP3
date:	11/18/2025

date	revision:

HOTEL AT CAMINO REAL - PDD

INTERSTATE-75 AND SW 160TH AVENUE
SUNRISE, FL 33326

MASTER PLAN
TRAFFIC CIRCULATION PLAN

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ERIC ANDERSON

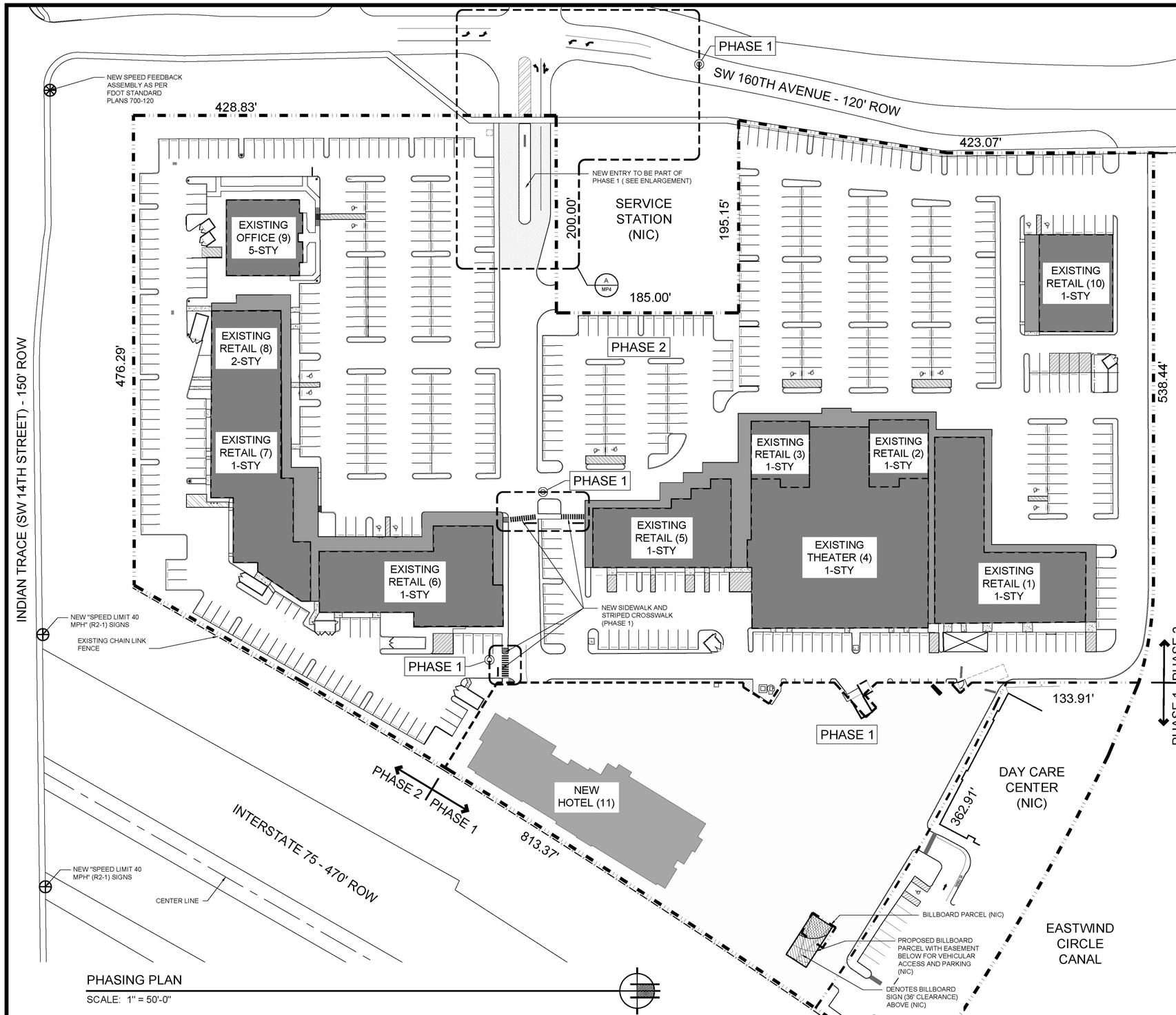
DATE:

SHEET NO.

MP3

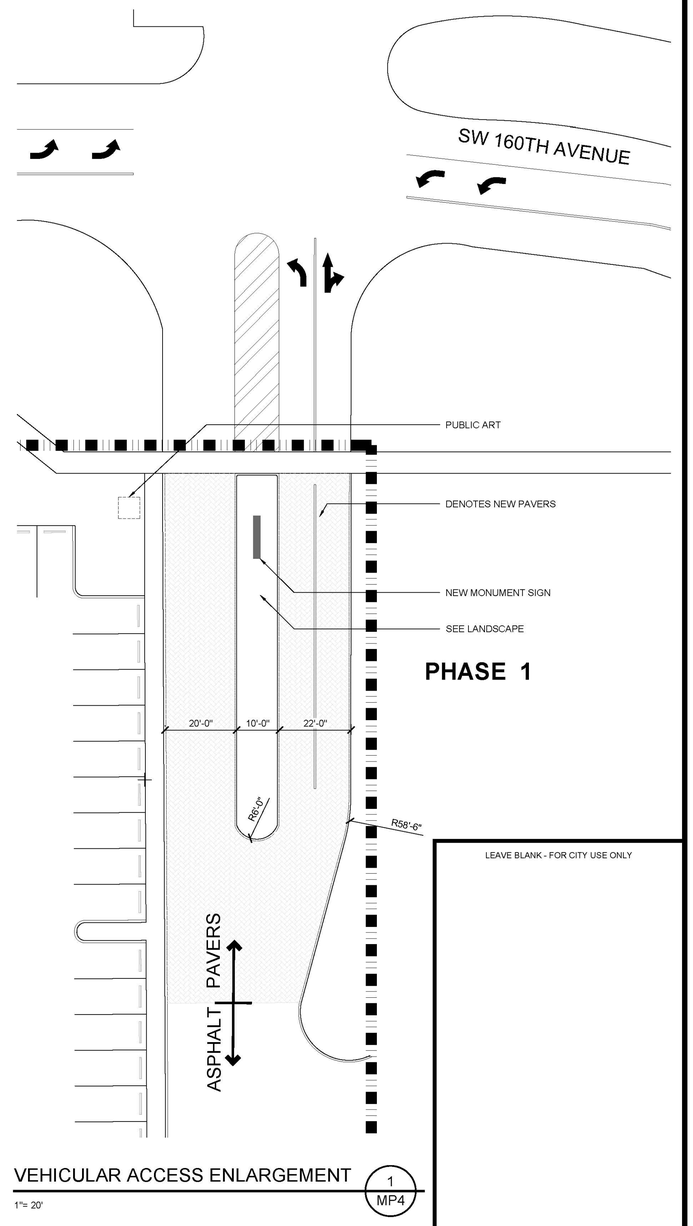
PHASING NOTE:

REDEVELOPMENT OF THE PHASE 2 AREA WILL REQUIRE ENTITLEMENTS IF DIFFERENT THAN EXISTING, REVIEW OF IMPACTS, MITIGATION OF IMPACTS, DESIGN GUIDELINES COMPLIANCE, AND REVISION TO DESIGN GUIDELINES APPROPRIATELY.



PHASING PLAN

SCALE: 1" = 50'-0"



VEHICULAR ACCESS ENLARGEMENT

1"= 20'

1 MP4

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principal:	ERIC ANDERSON
project manager:	AA
file name:	4086-MP4
date:	11/18/2025

date	revision:

HOTEL AT CAMINO REAL - PDD

INTERSTATE-75 AND SW 160TH AVENUE
SUNRISE, FL 33326

MASTER PLAN PHASING

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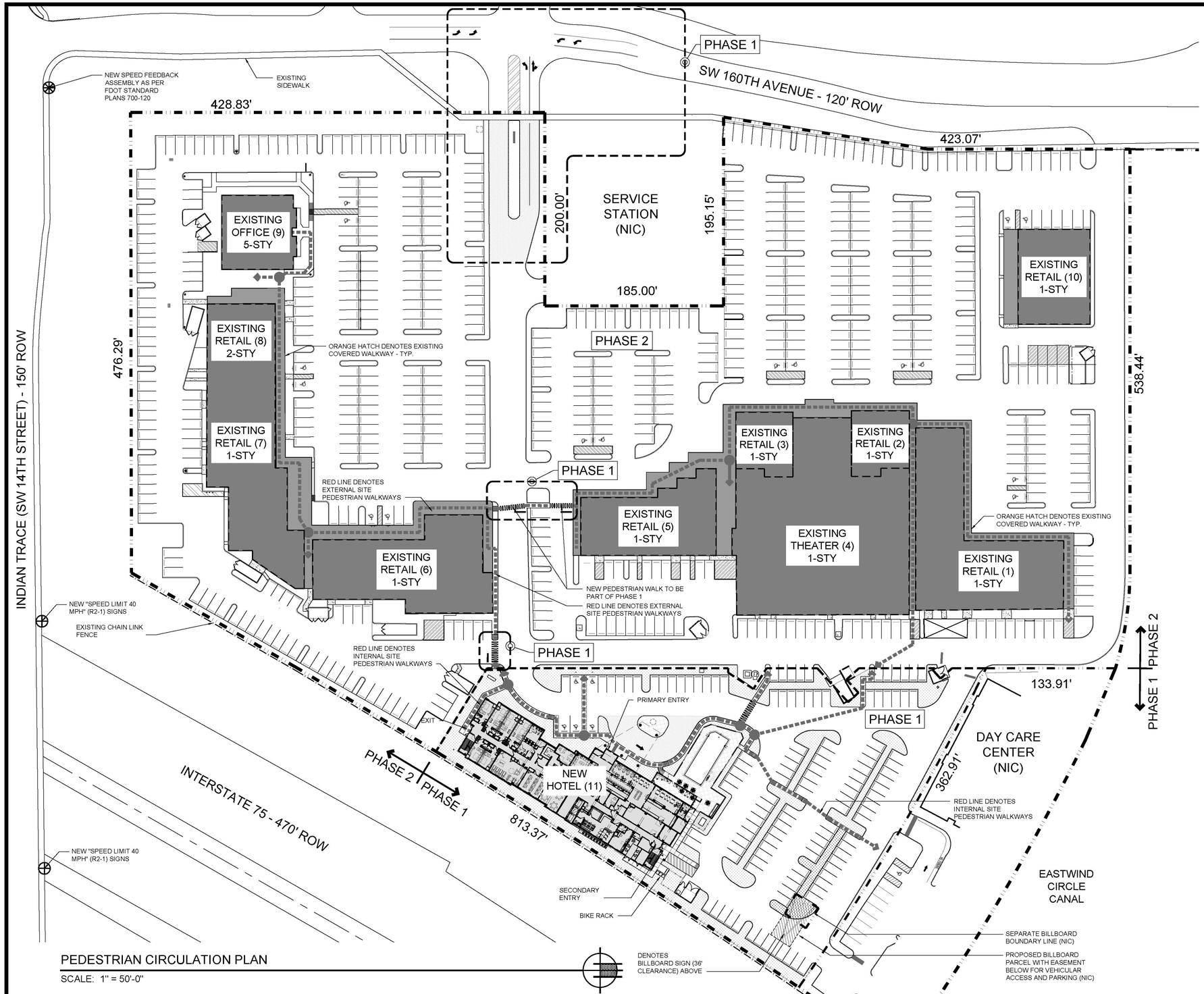
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ERIC ANDERSON

DATE:

SHEET NO.

MP4



PEDESTRIAN CIRCULATION PLAN

SCALE: 1" = 50'-0"

THE PEDESTRIAN PATHWAYS THROUGHOUT BOTH PHASES OF THE MASTER PLAN ARE DESIGNATED BY COLOR FOR CLARITY PURPOSES.

THE WALKWAYS WITHIN THE PHASE 2 PORTION OF THE MASTER PLAN ARE EXISITNG, EXCEPT WHERE NOTED BELOW.

THE WALKWAY CONNECTIONS WHERE THE WALKWAY TRANSVERSES ACROSS THE DERIVE AISLES WILL BE PROVIDED WITH FAC-COMPLIANT TRANSITIONS.

THE PEDESTRIAN PATHS ACROSS THE DRIVE AISLES (CONNECTING PHASE 1 TO PHASE 2 , AND CONNECTING THE NORTH AND SOUTH PORTIONS WITHIN PHASE 2) WILL RECIVE STRIPING AND DESIGNATIONS IN COMPLIANCE WITH THE FAC. THIS WOK AS NOTED ON THE PLAN, WILL BE ACCOMPLISHED AS ART OF PHASE 1.

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commission:	24.086
principal:	ERIC ANDERSON
project manager:	AA
file name:	4086-MP7
date:	11/18/2025

date	revision:

HOTEL AT CAMINO REAL - PDD

INTERSTATE-75 AND SW 160TH AVENUE
SUNRISE, FL 33326

MASTER PLAN - PEDESTRIAN CIRCULATION

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SEAL

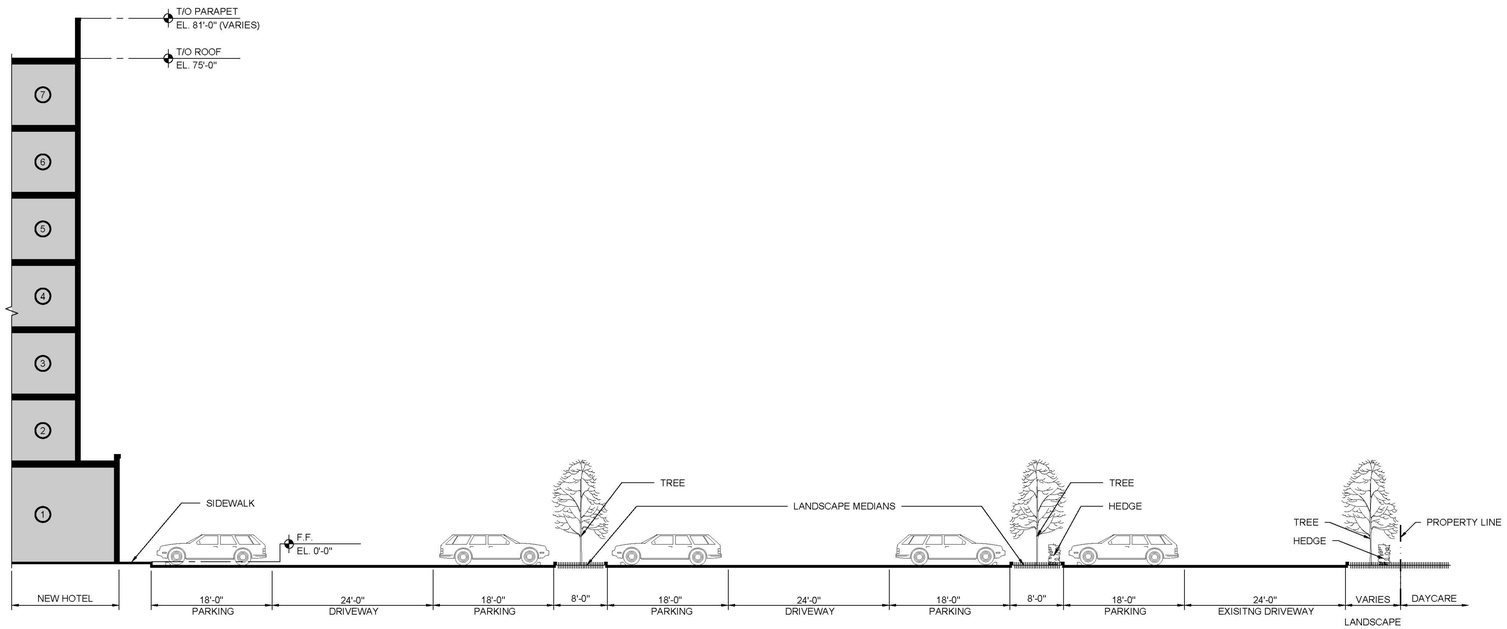
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ERIC ANDERSON

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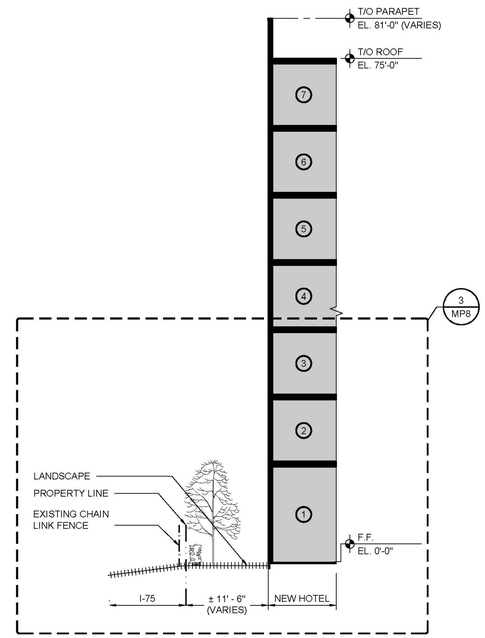
MP7



SITE SECTION

SCALE: 3/32" = 1'-0"

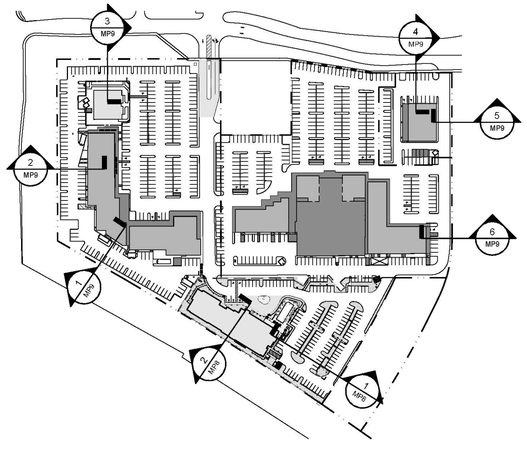
1 MP8



SITE SECTION

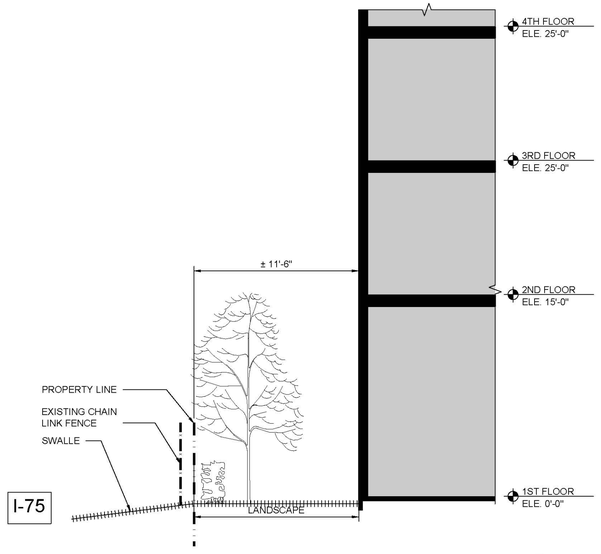
SCALE: 3/32" = 1'-0"

2 MP8



SITE SECTIONS - KEY PLAN

NOT TO SCALE:



SITE SECTION ENLARGEMENT

SCALE: 3/16" = 1'-0"

3 MP8

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principal:	ERIC ANDERSON
project manager:	AA
file name:	4086-MP8
date:	11/18/2025

date	revision:

HOTEL AT CAMINO REAL - PDD

INTERSTATE-75 AND SW 160TH AVENUE
SUNRISE, FL 33326

HOTEL SITE SECTIONS

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SEAL

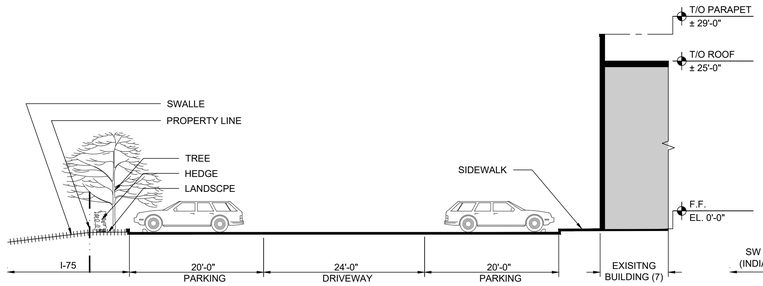
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AR0010828

ERIC ANDERSON

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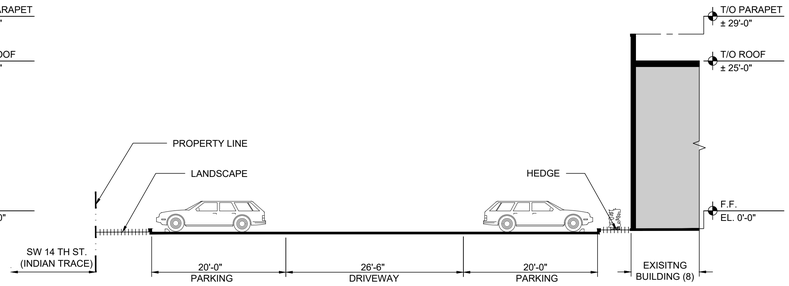
SHEET NO.

MP8



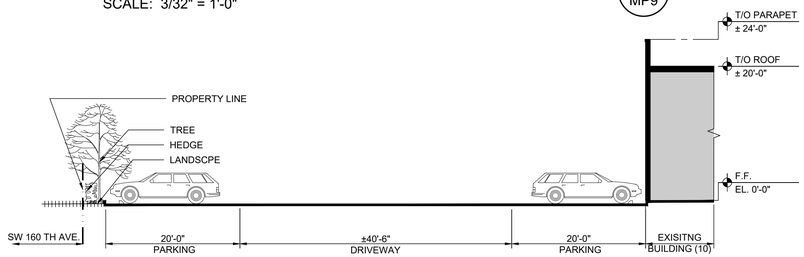
SITE SECTION 1 MP9

SCALE: 3/32" = 1'-0"



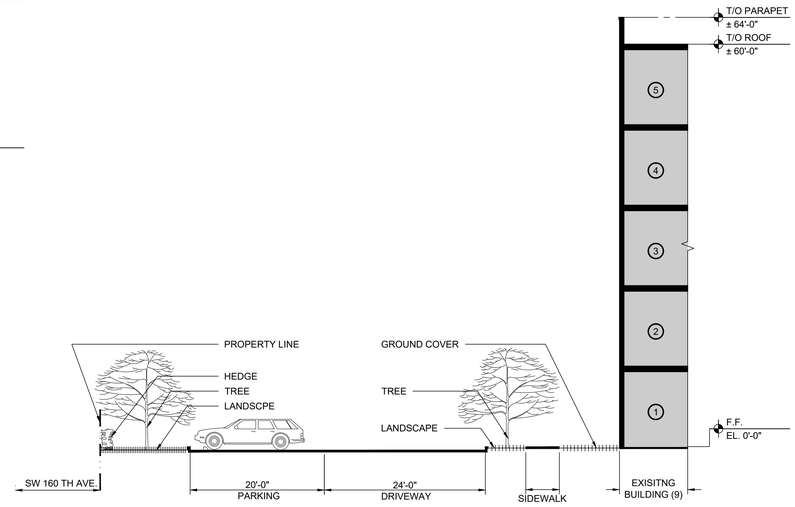
SITE SECTION 2 MP9

SCALE: 3/32" = 1'-0"



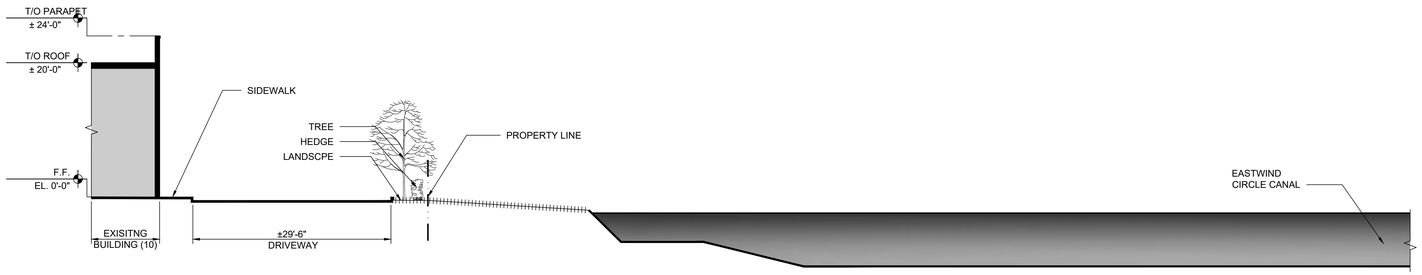
SITE SECTION 4 MP9

SCALE: 3/32" = 1'-0"



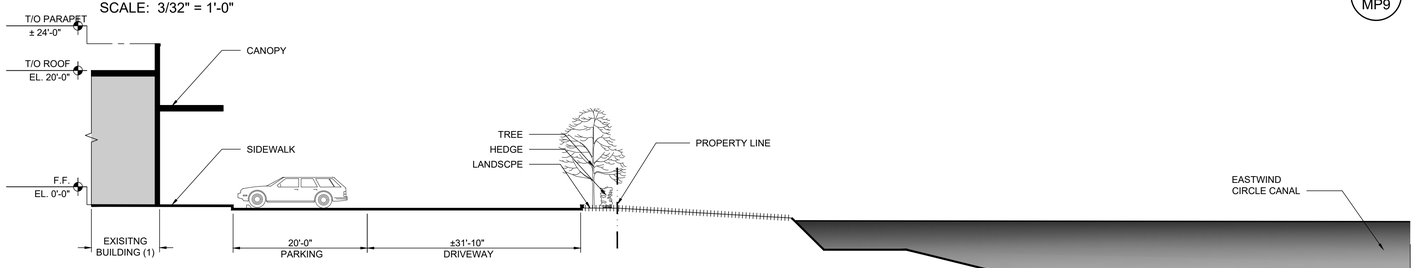
SITE SECTION 3 MP9

SCALE: 3/32" = 1'-0"



SITE SECTION 5 MP9

SCALE: 3/32" = 1'-0"



SITE SECTION 6 MP9

SCALE: 3/32" = 1'-0"

SEE SHEET MP8 FOR KEY PLAN

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project manager:	AA
file name:	4086-MP9
date:	11/18/2025

date	revision:

HOTEL AT CAMINO REAL - PDD

INTERSTATE-75 AND SW 160TH AVENUE
SUNRISE, FL 33326

EXISTING DEVELOPMENT SITE SECTIONS

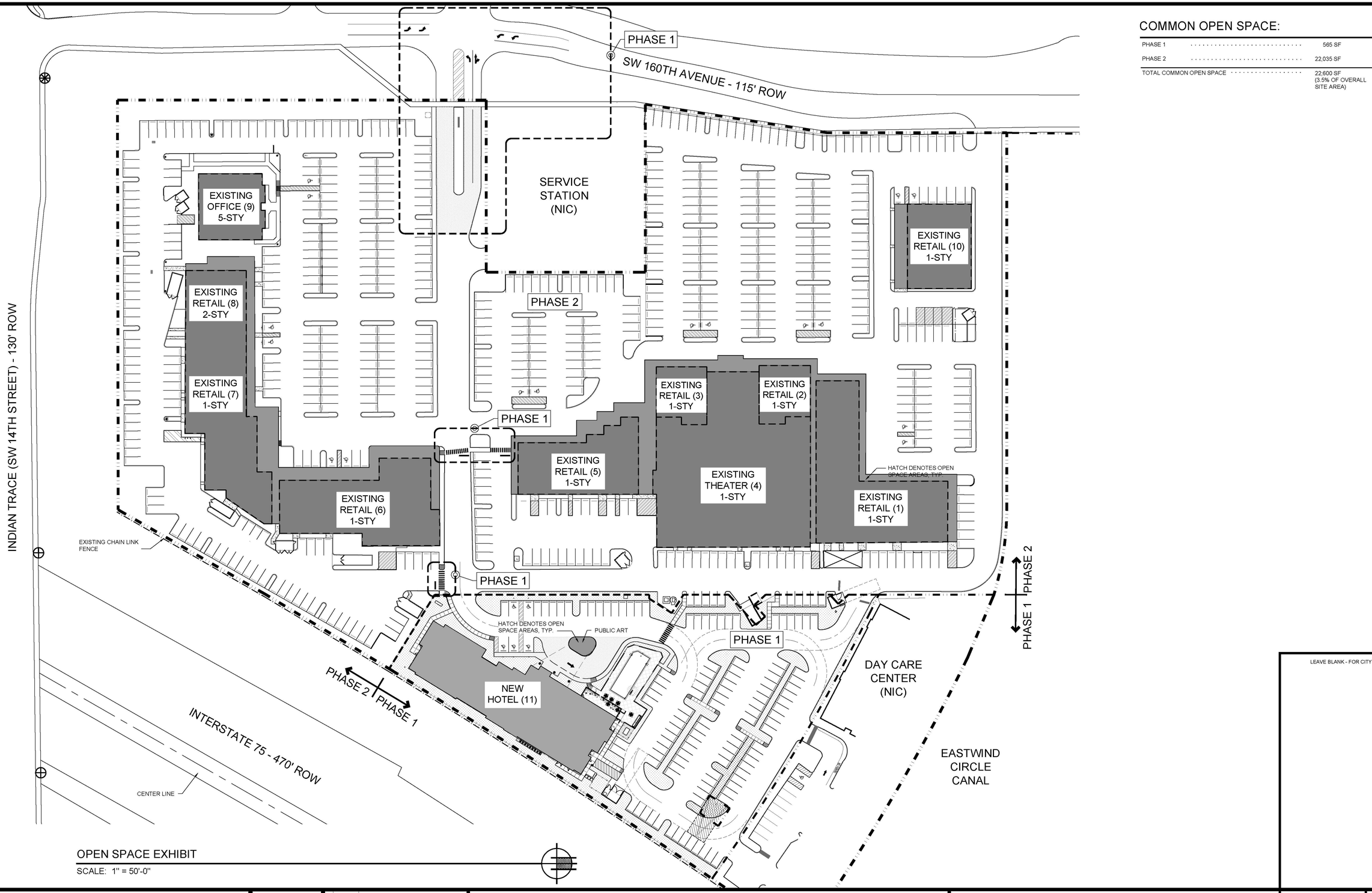
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MP9

COMMON OPEN SPACE:

PHASE 1	565 SF
PHASE 2	22,035 SF
TOTAL COMMON OPEN SPACE	22,600 SF (3.5% OF OVERALL SITE AREA)



OPEN SPACE EXHIBIT

SCALE: 1'' = 50'-0''

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file name:	4086-MP10
date:	11/18/2025

date	revision:

HOTEL AT CAMINO REAL - PDD

INTERSTATE-75 AND SW 160TH AVENUE
SUNRISE, FL 33326

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MASTER PLAN - OPEN SPACE EXHIBIT

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MP10



VIEW 1

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HOTEL at CAMINO REAL - PDD

INTERSTATE-75 AND SW 160TH AVENUE
SUNRISE, FL 33326

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RENDERING - VIEW 1

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MP-R1



VIEW 2

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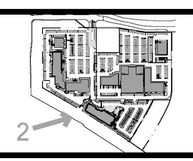
date	revision:

HOTEL at CAMINO REAL - PDD

INTERSTATE-75 AND SW 160TH AVENUE
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RENDERING - VIEW 2



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VIEW 3

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project manager: AA
file name: 4086_MP-R3
date: 11/18/2025

date	revision:

HOTEL at CAMINO REAL - PDD

INTERSTATE-75 AND SW 160TH AVENUE
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RENDERING - VIEW 3



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VIEW 4

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VIEW 5

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project manager:	AA
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date:	11/18/2025

date	revision:

HOTEL at CAMINO REAL - PDD

INTERSTATE-75 AND SW 160TH AVENUE
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RENDERING - VIEW 5



SEAL

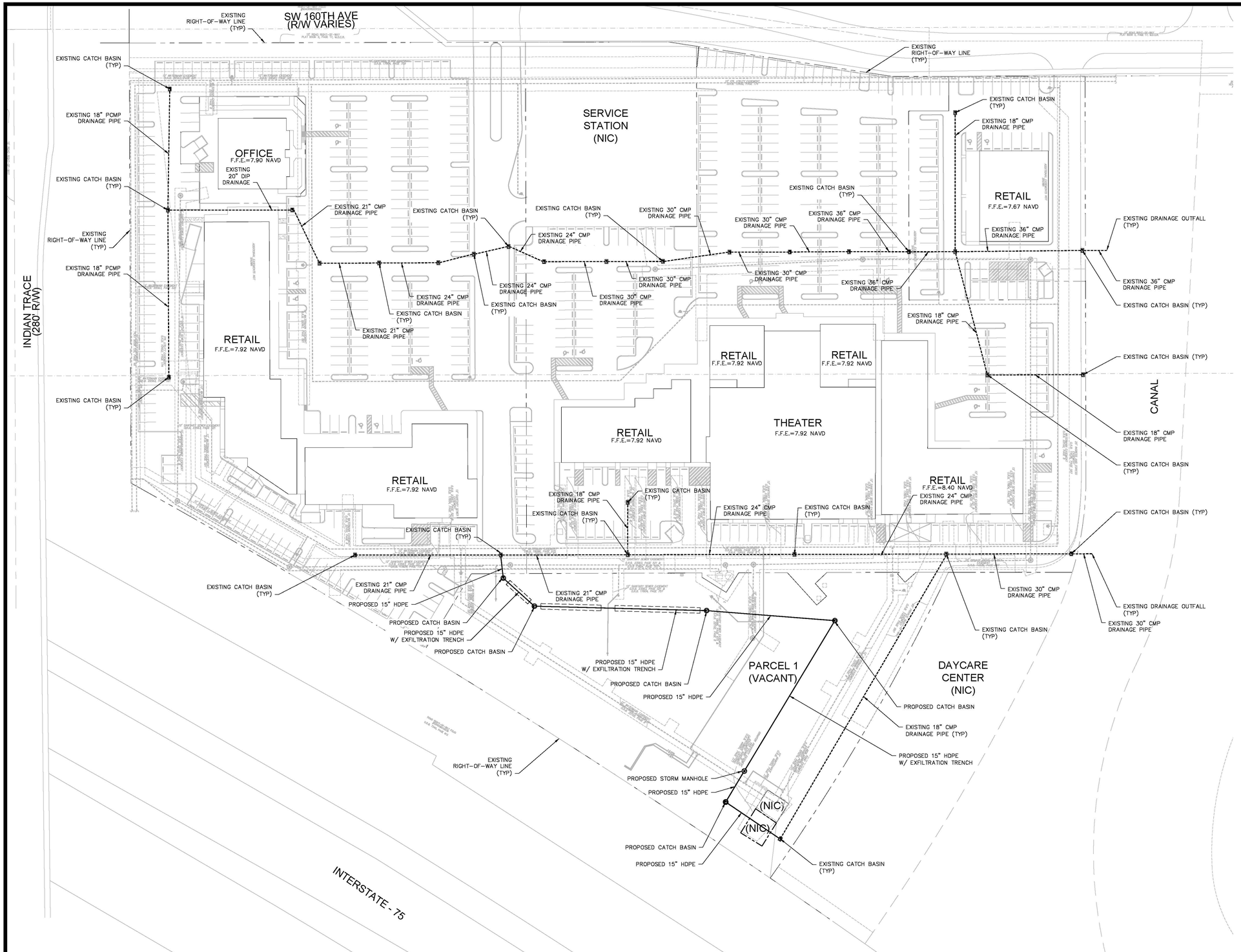
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REGISTERED ARCHITECT

ERIC ANDERSON

DATE:

SHEET NO.

MP-R5



NORTH

VERTICAL DATUM CONVERSION

GRADING SHOWN UTILIZES N.A.V.D. 88

N.G.V.D. 29

1.51'

N.A.V.D. 88

N.A.V.D. 88 = N.G.V.D. 29 – 1.51'
N.G.V.D. 29 = N.A.V.D. 88 + 1.51'

NOTE: EXISTING DRAINAGE SYSTEM TO BE CLEANED IN ITS ENTIRETY PRIOR TO FINAL SITE APPROVAL.

FLOOD ZONE " AH " ELEV (8.0) NAVD
ON FIRM MAP #12011C0530 J, EFFECTIVE JULY 31, 2024

SITE IS PERMITTED WITHIN PARCEL K OF THE EXISTING INDIAN TRACE SFWMD PERMIT 06-00243-S.

MINIMUM FFE PER PERMIT IS 7.74 NAVD (9.25 NGVD)

MINIMUM ROAD ELEVATION PER PERMIT IS 6.24 NAVD (7.75 NGVD)

EXISTING CWE PER PERMIT IS 3.0 NAVD (4.5 NGVD)

ELEVATIONS SHOWN ON THIS PLAN ARE IN NAVD 88 DATUM.

DENNIS R. SHULTZ LICENSE No 56159 STATE OF FLORIDA PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY DENNIS R. SHULTZ, P.E. ON Nov 19, 2025

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Dennis R Shultz

Digitally signed by Dennis R Shultz
DN: c=US, o=Flynn Engineering Services P.A., dnQualifier=A01410D000001920AF16B4B000180A1, cn=Dennis R Shultz
Date: 2025.11.19 15:34:53 -05'00'

Revisions		
1	06/04/25	CITY COMMENTS
2	09/08/25	CITY COMMENTS
3	11/17/25	CITY COMMENTS

FLYNN ENGINEERING
241 COMMERCIAL BLVD., LAUDERDALE-BY-THE-SEA, FL 33308
PHONE:(954) 522-1004 | WWW.FLYNNENGINEERING.COM
EB# 6576

Scale:	1"=50'
Job No.	24-1840.01
Plot Date	11/17/25
Drawn by	DRS
Proj. Engr.	DRS
Appr. by	DRS

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HOTEL AT CAMINO REAL - PDD

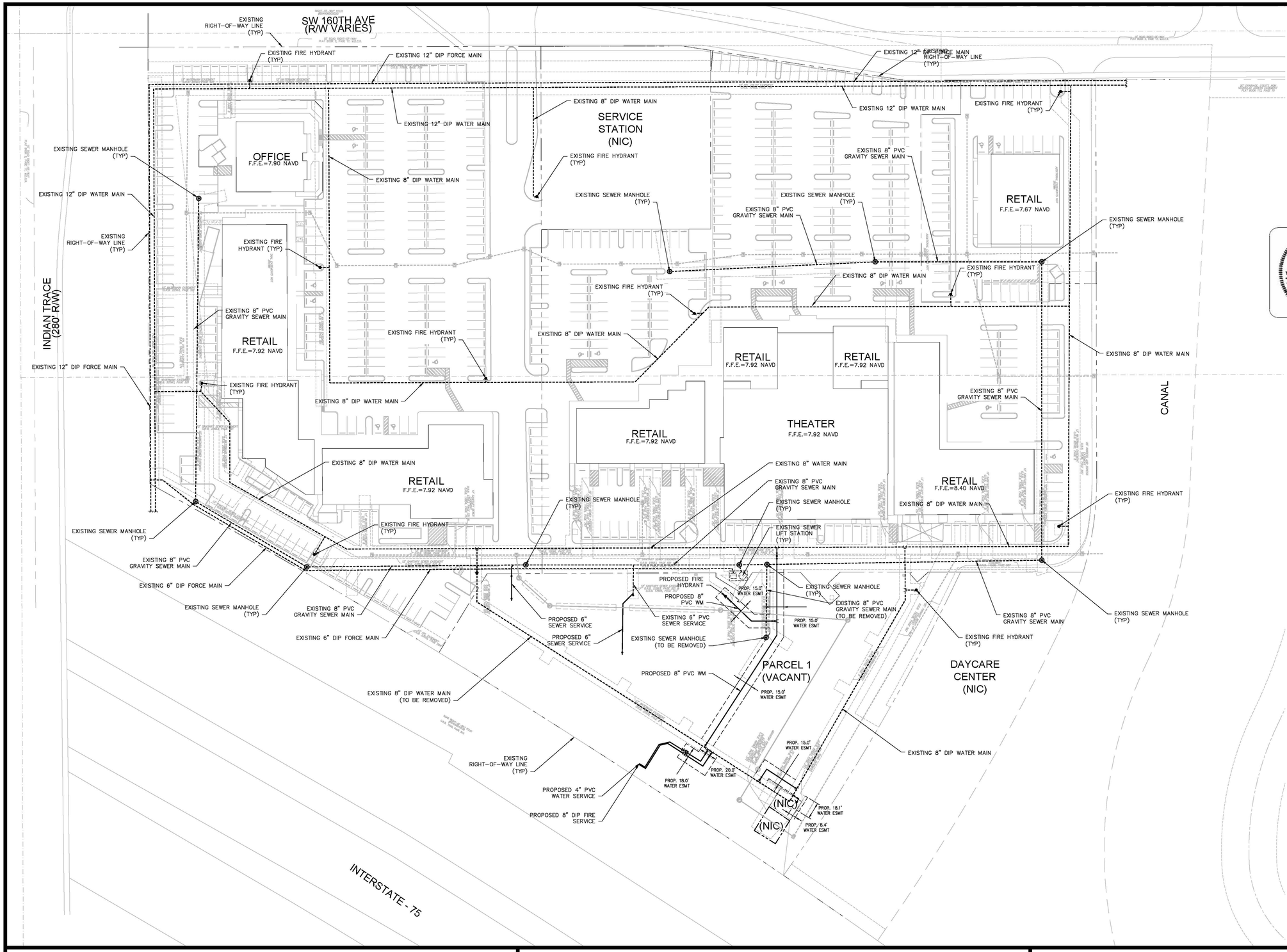
INTERSTATE-75 AND SW 160TH AVENUE
SUNRISE, FL 33326

MASTER PAVING, GRADING, & DRAINAGE PLAN

SEAL

DATE: 11/17/25

SHEET NO. C1



VERTICAL DATUM CONVERSION

GRADING SHOWN UTILIZES N.A.V.D. 88

N.G.V.D. 29

+1.51'

N.A.V.D. 88

N.A.V.D. 88 = N.G.V.D. 29 - 1.51'
N.G.V.D. 29 = N.A.V.D. 88 + 1.51'

FLOOD ZONE " AH " ELEV (8.0) NAVD
ON FIRM MAP #12011C0530 J, EFFECTIVE JULY 31, 2024

SITE IS PERMITTED WITHIN PARCEL K OF THE EXISTING INDIAN TRACE SFWMD PERMIT 05-00243-S.

MINIMUM FFE PER PERMIT IS 7.74 NAVD (9.25 NGVD)

MINIMUM ROAD ELEVATION PER PERMIT IS 6.24 NAVD (7.75 NGVD)

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Revisions		
1	06/04/25	CITY COMMENTS
2	09/08/25	CITY COMMENTS
3	11/17/25	CITY COMMENTS

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PHONE (954) 522-1004 | WWW.FLYNNENGINEERING.COM
EB# 6378

Scale:	1"=50'
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Plot Date	11/17/25
Drawn by	DRS
Proj. Engr.	DRS
Appr. by	DRS

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MASTER
WATER AND SEWER PLAN

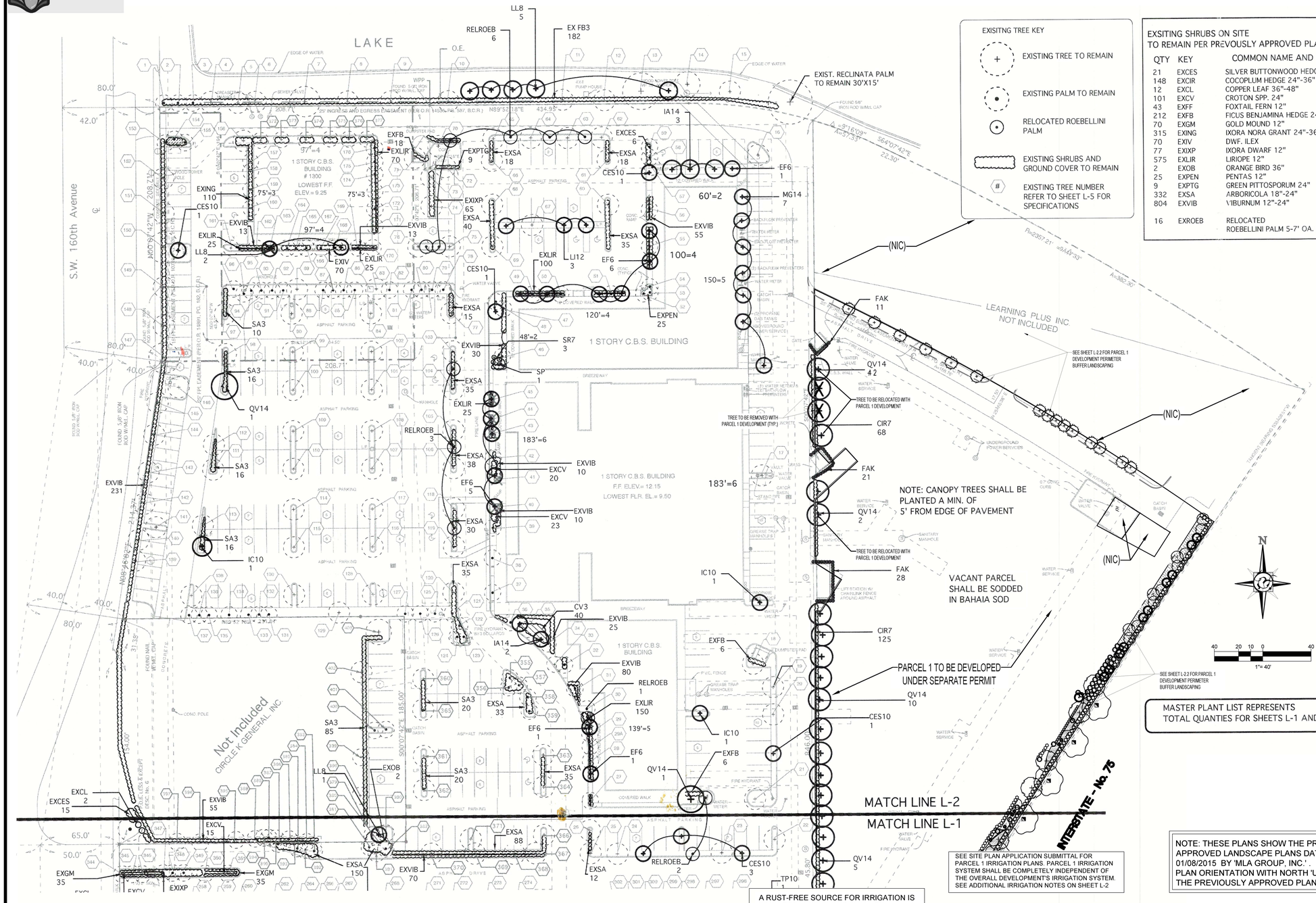
SEAL

DATE: 11/17/25

SHEET NO. C2

2 of 2

811 Know what's below. Call before you dig.



EXISITNG TREE KEY

- EXISTING TREE TO REMAIN
- EXISTING PALM TO REMAIN
- RELOCATED ROEBELLINI PALM
- EXISTING SHRUBS AND GROUND COVER TO REMAIN
- # EXISTING TREE NUMBER REFER TO SHEET L-5 FOR SPECIFICATIONS

EXSITING SHRUBS ON SITE TO REMAIN PER PREVOUSLY APPROVED PLANS

QTY	KEY	COMMON NAME AND HT.
21	EXCES	SILVER BUTTONWOOD HEDGE 36"
148	EXCIR	COCOPLUM HEDGE 24"-36"
12	EXCL	COPPER LEAF 36"-48"
101	EXCV	CROTON SPP. 24"
43	EXFF	FOXTAIL FERN 12"
212	EXFB	FICUS BENJAMINA HEDGE 24"-60"
70	EXGM	GOLD MOUND 12"
315	EXING	IXORA NORA GRANT 24"-36"
70	EXIV	DWF. ILEX
77	EXIXP	IXORA DWARF 12"
575	EXLIR	LIRIOPE 12"
2	EXOB	ORANGE BIRD 36"
25	EXPEN	PENTAS 12"
9	EXPTG	GREEN PITTOSPORUM 24"
332	EXSA	ARBORICOLA 18"-24"
804	EXVIB	V'IBURNUM 12"-24"
16	EXROEB	RELOCATED ROEBELLINI PALM 5-7' OA. MULTI

MASTER PLANT LIST

KEY	PLANT NAME	SPECIFICATION	QUANTITY
B-SOD	BAHIA SOD	SOLID SOD, CONTRACTOR TO VERIFY QUANTITY AS NEEDED	
CIR7	CHRYSOBALANUS ICACO COCOPLUM HEDGE	36" X 24" SPR. 24" O.C." NATIVE	193
CV3	CODIUM VARIEGATUM CROTON PETRA	24" X 24" SPR. 24" O.C.	40
FAK	TRIPSACUM DACTYLOIDES FAKAHATCHEE GRASS	30" X 24" 30" O.C. NATIVE	102
TG3	GALPHIMA GRACILIS THRYALLIS	24" X24" SPR. 24" O.C. NATIVE	96
MF3	MYRCIANTHES FRAGRANS SIMPSON STOPPER	36" X 24" SPR. 24" OC. NATIVE	22
PNUT	ARACHIS GLABRATA BENTH PERENNIAL PEANUT	1 GAL. SPACE 12" O.C. HIGH DROUGHT TOLERANCE	150
SA3 SR7	SCHEFFLERA ARBORICOLA VARIEGATED SERENA REPENS SAW PALMETTO	24" X 24" SPR. MIN. 24" OC MEDIUM DROUGHT TOLERANCE 24"-30" X 24"	355 3
SOD	ST. AUGUSTINE FLORITAM ADD AND REPLACE AS NEEDED	CONTRACTOR TO VERIFY QUANTITY USE SHADE TOLERANT VARIETY AS NEEDED	

KEY	PLANT NAME	SPECIFICATION	QUANTITY
CES10	CONOCARPUS ERECTUS SERECTUS SLIVER BUTTONWOOD TREE	10' HT.X 5' SPR. MIN. STD. 2" CAL. 4.5' CT. NATIVE HIGH DROUGHT TOLERANCE	9
EF6	EUGENIA FOETIDA SPANISH STOPPER	6'X3' SPR. 1" CAL. SINGLE TRUNK 3'CT NATIVE	19
IA14	ILEX X ATTENUATA EAGLETON HOLLY	14' X 6' SPR. 3" CAL. FULL TO BASE B&B NATIVE HIGH DROUGHT TOLERANCE	10
IC10	ILEX CASSINE DAHOON HOLLY	10' X 5' SPR. 2" CAL. 4.5' CT. MIN. MIX FEMALE/MALE NATIVE HIGH DROUGHT TOLERANCE	6
MG14	MAGNOLIA GRADIFLORA DD BLANCHARD	14' X 7' SPR. 3" CAL. 1-2' C.T. MIX FEMALE/MALE NATIVE HIGH DROUGHT TOLERANCE	7
LI12	LAGERSTROEMIA INDICA CREPE MYRTLE 'TUSKEGEE' DRK PINK FLOWER	12' X 8' SPR. 4.5' CT. PINK FLOWER MATCHING B&B MULTI- TRUNK	3
LL8	LIGUSTRUM STD. GLOSSY PRIVET	8' X 8' MULTI STEM, 30" CT. MIN. NO CROSSING BRANCHES	16
QV14	QUERCUS VIRGINIANA SOUTHERN LIVE OAK	14' X 7', SPR. B&B, FG 3" CAL. 5' C.T. NATIVE HIGH DROUGHT TOLERANCE	1517

SOD	ST. AUGUSTINE FLORITAM ADD AND REPLACE AS NEEDED	CONTRACTOR TO VERIFY QUANTITY USE SHADE TOLERANT VARIETY AS NEEDED	
SP	SABAL PALMETTO COMMERCIAL GROWN ONLY	14' OA. 12" CAL. MIN. SMOOTH TRUNK NATIVE	1

KEY	PLANT NAME	SPECIFICATION	QUANTITY
QV12	QUERCUS VIRGINIANA SOUTHERN LIVE OAK	12'-14' X 6', SPR. B&B, FG 2.5" DBH, 5' C.T. NATIVE HIGH DROUGHT TOLERANCE	6
TA12	TABEBUIA CARAIBA YELLOW TRUMPET TREE	12'-14' X 6' SPR. B&B TREES FULL & WELL FORMED, 2.5" DBH MIN. 4.5' CT.	4
TP10	TABEBUIA PALLIDA PINK TABEBUIA	10' X 5' SPR. B&B 1.5" DBH. , 4.5' CT	1

MASTER PLANT LIST REPRESENTS TOTAL QUANTIES FOR SHEETS L-1 AND L-2

LEAVE BLANK - FOR CITY USE ONLY

ANY MODIFICATIONS TO THE MASTER SITE PLAN AS PART OF FUTURE DEVELOPMENT PHASES WILL INCLUDE RELATED EXISTING TREE DISPOSITION PLANS.

A RUST-FREE SOURCE FOR IRRIGATION IS REQUIRED. A STUB-OUT SHALL BE PROVIDED FOR CONNECTION TO CITY'S REUSE SYSTEM FOR IRRIGATION POINT OF CONNECTION, WHEN THE REUSE SYSTEM BECOMES AVAILABLE.

SEE SITE PLAN APPLICATION SUBMITTAL FOR PARCEL 1 IRRIGATION PLANS. PARCEL 1 IRRIGATION SYSTEM SHALL BE COMPLETELY INDEPENDENT OF THE OVERALL DEVELOPMENT'S IRRIGATION SYSTEM. SEE ADDITIONAL IRRIGATION NOTES ON SHEET L-2

ALL LANDSCAPE AREAS SHALL BE IRRIGATED WITH 100% COVERAGE & MINIMUM 50% OVERLAP

NOTE: THESE PLANS SHOW THE PREVIOUSLY APPROVED LANDSCAPE PLANS DATED 01/08/2015 BY 'MLA GROUP, INC.' . PLAN ORIENTATION WITH NORTH 'UP' AS PER THE PREVIOUSLY APPROVED PLANS

NOTE: FOR PLANT REQUIREMENTS OTHER THAN TREES, REFER TO SHEET L-1 THROUGH L-3 DATED 08/28/1987

ECG
EBRAHIMIAN CREATIVE GROUP
10708 NW 12TH MNR.,
PLANTATION, FL 33322
RKINGEBRA@ECG.LAND
PH.: 305 879 7965

PROJECT NO:		
PUBLISH DATE:		
PROJECT MGR: RKE		
REVISIONS:		
Revision ID	Transmittal Set Name	Date

INDIAN TRACE SHOPPING CENTER MASTER PLAN

SW 160TH AVENUE
SUNRISE, FL 33326

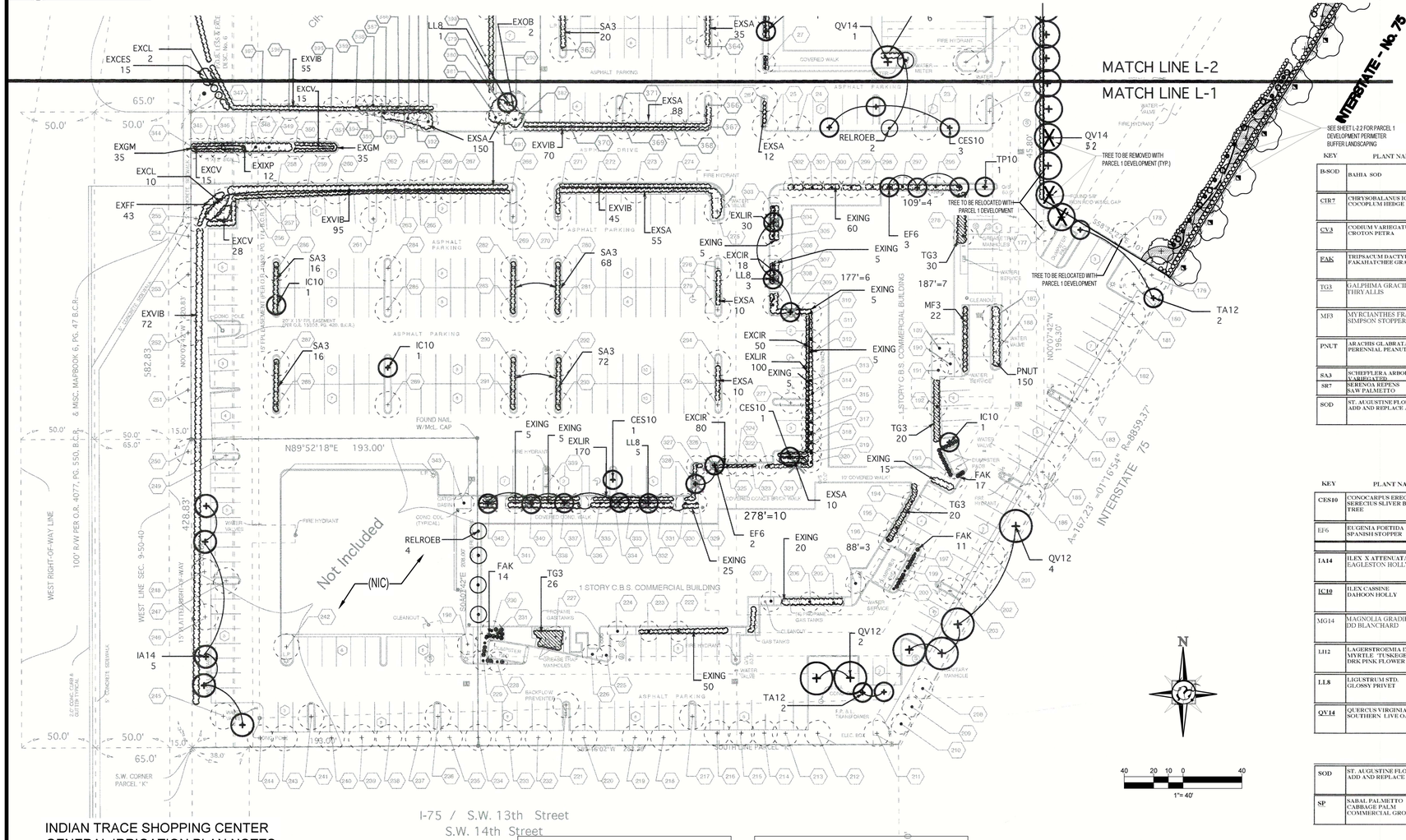
MASTER LANDSCAPE PLAN

SEAL: REGISTERED LANDSCAPE ARCHITECT, RAMSES KING EBRAHIMIAN, LA6667324, STATE OF FLORIDA

DATE: 11/19/25

SITE PLAN SHEET NO. L-1

811 Know what's below. Call before you dig.



ANY MODIFICATIONS TO THE MASTER SITE PLAN AS PART OF FUTURE DEVELOPMENT PHASES WILL INCLUDE RELATED EXISTING TREE DISPOSITION PLANS.

MASTER PLANT LIST

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QV14	QUERCUS VIRGINIANA SOUTHERN LIVE OAK	14' X 7', SPR. B&B, FG 3" CAL., 5' C.T. NATIVE HIGH DROUGHT TOLERANCE	17

KEY	PLANT NAME	SPECIFICATION	QUANTITY
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KEY	PLANT NAME	SPECIFICATION	QUANTITY
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MASTER PLANT LIST REPRESENTS TOTAL QUANTIES FOR SHEETS L-1 AND L-2

EXSITING SHRUBS ON SITE TO REMAIN PER PREVOUSLY APPROVED PLANS

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EXISITNG TREE KEY

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- RELOCATED ROEBELLINI PALM
- EXISTING SHRUBS AND GROUND COVER TO REMAIN
- EXISTING TREE NUMBER REFER TO SHEET L-5 FOR SPECIFICATIONS

INDIAN TRACE SHOPPING CENTER GENERAL IRRIGATION PLAN NOTES

This plan is to be utilized for Irrigation purposes only.

If any, temporary barricades shall be removed promptly upon completion of the work.

Contractor is responsible to replace and restore damaged site lighting, dead or damaged landscape materials/plants, parking lot paving, sidewalk paving, curbs, signage, irrigation equipment or any other damaged items due to construction activities if located on INDIAN TRACE SHOPPING CENTER property.

The IN**DIAN TRACE SHOPPING** CENTER **irrigation system shall be immediately restored to be fully functional so as to avoid a lack of water to the INDIAN TRACE SHOPPING CENTER landscape.** Contractor is to coordinate with INDIAN TRACE SHOPPING CENTER maintenance personnel to ensure that INDIAN TRACE SHOPPING CENTER irrigation system is fully functional after any disconnection is complete.

For locations on INDIAN TRACE SHOPPING CENTER property, any excavation within paved and or areas traveled by vehicles and pedestrians, removal of pavement and or trenches must be immediately backfilled and compacted so that it is safe for vehicular and pedestrian traffic. Pedestrian and or vehicular routes must be safe and useable at all times during the INDIAN TRACE SHOPPING CENTER store hours of operation and for 1 hour before opening and 1 hour after closing. Removed pavement shall be restored with like materials promptly. Excavations and disturbances caused to turf and landscaped areas shall be backfilled and graded so as to be free of tripping hazards and the like.

ALL LANDSCAPE AREAS SHALL BE IRRIGATED WITH 100% COVERAGE & MINIMUM 50% OVERLAP

A RUST-FREE SOURCE FOR IRRIGATION IS REQUIRED. A STUB-OUT SHALL BE PROVIDED FOR CONNECTION TO CITY'S REUSE SYSTEM FOR IRRIGATION POINT OF CONNECTION, WHEN THE REUSE SYSTEM BECOMES AVAILABLE.

SEE SITE PLAN APPLICATION SUBMITTAL FOR PARCEL 1 IRRIGATION PLANS. PARCEL 1 IRRIGATION SYSTEM SHALL BE COMPLETELY INDEPENDENT OF THE OVERALL DEVELOPMENT'S IRRIGATION SYSTEM. WHERE IMPACTED BY PROPOSED CONSTRUCTION ACTIVITIES, THE OVERALL DEVELOPMENT'S IRRIGATION SYSTEM SHALL BE RESTORED TO PROVIDE 100% COVERAGE WITHIN THE OVERALL DEVELOPMENT'S PROPERTY AND SHALL TERMINATE & BE RE-ROUTED AT PARCEL 1PROPERTY LINES, IF POSSIBLE. DAMAGED OR DESTROYED MATERIALS SHALL BE REPLACED/REPAIRED AS NECESSARY BY CONTRACTOR TO RESTORE THE EXISTING SYSTEM TO GOOD WORKING ORDER

GENERAL EXISTING IRRIGATION SYSTEM MODIFICATION NOTES:

1. SEE PARCEL 1 SITE PLAN APPLICATION FOR PARCEL 1 IRRIGATION PLANS. HISTORICAL IRRIGATION PLANS DO NOT EXIST FOR THE OVERALL INDIAN TRACE SHOPPING CENTER.
2. THE EXISTING IRRIGATION SYSTEM FOR THE OVERALL INDIAN TRACE SHOPPING CENTER SHALL BE MODIFIED AS NECESSARY TO ACCOMMODATE THE DEVELOPMENT OF PARCEL 1 & SEPARATE IRRIGATION SYSTEM INSTALLATION FOR PARCEL 1. PARCEL 1 IRRIGATION SYSTEM SHALL BE COMPLETELY INDEPENDENT FROM THE OVERALL SHOPPING CENTER IRRIGATION SYSTEM. EXISTING IRRIGATION SYSTEM TO BE REPAIRED AS NECESSARY TO ENSURE PROPER COVERAGE PER ALL LOCAL CODES AND ORDINANCES.
3. PRIOR TO BID, CONTRACTOR SHALL VISIT THE SITE & FIELD-VERIFY EXISTING IRRIGATION SYSTEM IS FULLY OPERATIVE & IS ADEQUATE FOR THE RE-USE/MODIFICATION PROPOSED
4. DISCONNECTION OF ANY EXISTING IRRIGATION SYSTEM SHALL NOT OCCUR UNTIL AFTER NEW MAINLINE IS INSTALLED
5. CONTRACTOR TO ENSURE EXISTING IRRIGATION SYSTEM AND EQUIPMENT TO REMAIN IS FULLY OPERATIVE & SHALL CUT/CAP/RE-ROUTE AS NECESSARY; REPLACE/REPAIR EXISTING EQUIPMENT TO REMAIN AS REQUIRED
6. ALL IRRIGATION EMMITERS SHALL BE ADJUSTED TO MINIMIZE OVERSPRAY ONTO IMPERVIOUS SURFACES PRIOR TO FINAL INSPECTION
7. INSTALLER IS REQUIRED TO CONDUCT FINAL TESTING & ADJUSTMENT TO ACHIEVE DESIGN SPECIFICATIONS PRIOR TO COMPLETION OF THE SYSTEM & ACCEPTANCE BY THE OWNER OR OWNER'S REPRESENTATIVE
8. EXISTING IRRIGATION SPRAYHEADS & LATERALS DIRECTLY IMPACTED BY CONSTRUCTION SHALL BE REMOVED UNLESS OTHERWISE NOTED & DISPOSED OF IN A MANNER COMPLIANT WITH LOCAL CODES & REGULATIONS
9. EXISTING IRRIGATION EQUIPMENT TO REMAIN THAT IS DAMAGED OR DESTROYED SHALL BE REPLACED BY CONTRACTOR AS REQUIRED, UNLESS OTHERWISE NOTED
10. CONTRACTOR SHALL EXCAVATE & PATCH EXISTING PAVEMENT AS REQUIRED, INCLUDING PAVEMENT OFF-SITE, IN RIGHT-OF-WAYS, OR ON CYPRESS RUN PROPERTY; COORDINATE WITH SITE CONTRACTOR TO ENSURE MINIMAL IMPACT TO EXISTING PAVED AREAS
11. IRRIGATION EQUIPMENT SHALL NOT BE INSTALLED WITHIN THE DRIPLINES OF ANY EXISTING TREES TO REMAIN UNLESS ABSOLUTELY NECESSARY; SHOULD NO ALTERNATIVE ROUTE EXIST, TRENCHES SHALL BE CAREFULLY HAND DUG AS FAR FROM THE TRUNK OF TREES TO REMAIN AS POSSIBLE
12. ALL ROOT PRUNING ACTIVITIES SHALL BE CONDUCTED UNDER THE SUPERVISION OF AN ISA-CERTIFIED ARBORIST IN ACCORDANCE WITH (ANSI) A-300 PRUNING STANDARDS
13. ALL WORK SHALL COMPLY WITH APPENDIX "I" OF THE FLORIDA BUILDING CODE

NOTE: THESE PLANS SHOW THE PREVIOUSLY APPROVED LANDSCAPE PLANS DATED 01/08/2015 BY 'MLA GROUP, INC.' . PLAN ORIENTATION WITH NORTH 'UP' AS PER THE PREVIOUSLY APPROVED PLANS

NOTE: FOR PLANT REQUIREMENTS OTHER THAN TREES, REFER TO SHEET L-1 THROUGH L-3 DATED 08/28/1987

LEAVE BLANK - FOR CITY USE ONLY

ECG
EBRAHIMIAN CREATIVE GROUP
10708 NW 12TH MNR.,
PLANTATION, FL 33322
RKINGEBRA@ECG.LAND
PH.: 305 879 7965

PROJECT NO:		
PUBLISH DATE:		
PROJECT MGR: RKE		
REVISIONS:		
Revision ID	Transmittal Set Name	Date

INDIAN TRACE SHOPPING CENTER MASTER PLAN

SW 160TH AVENUE
SUNRISE, FL 33326

MASTER LANDSCAPE PLAN

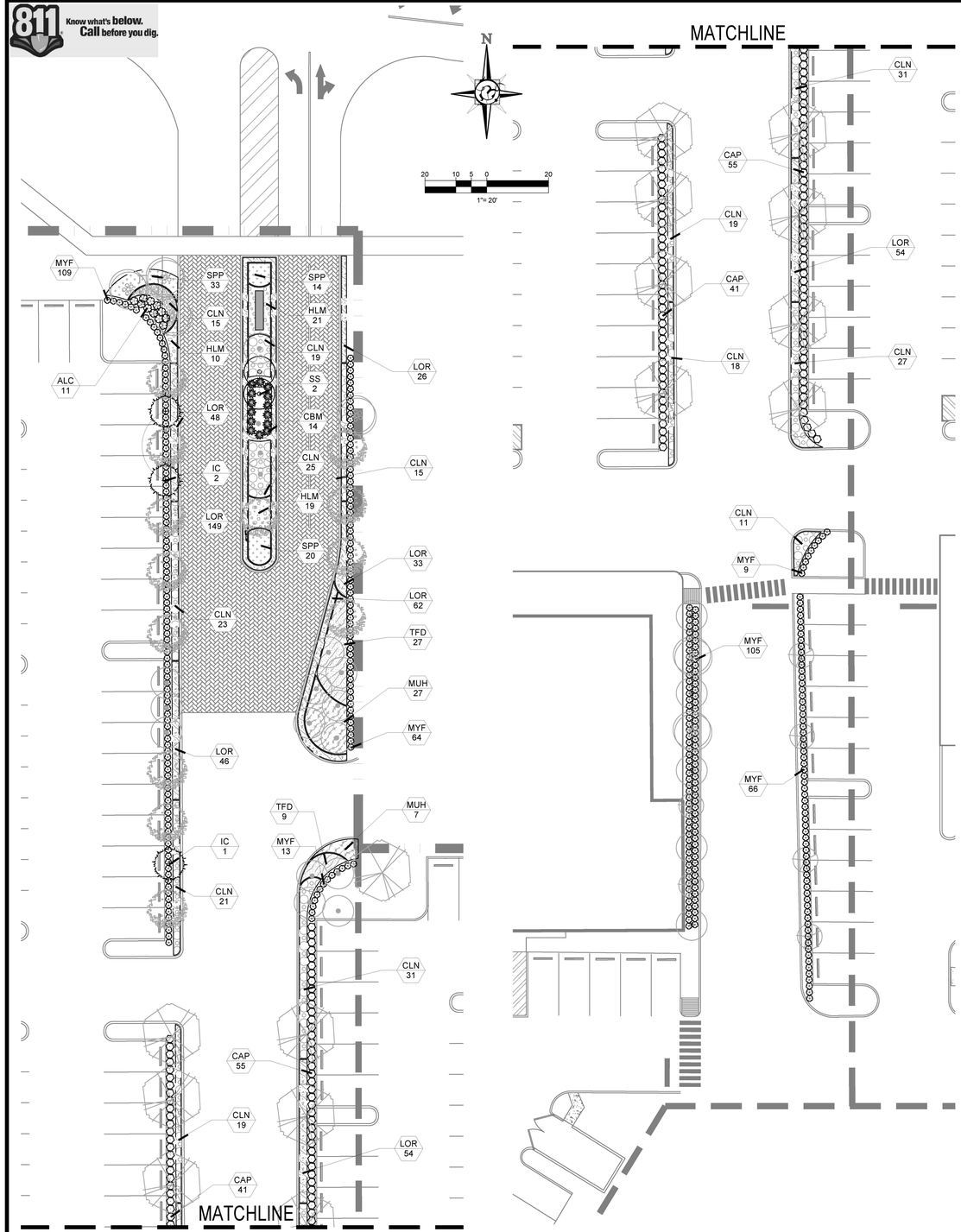
SEAL: REGISTERED LANDSCAPE ARCHITECT RYAN JUNG KING EBRAHIMIAN LA6666324 STATE OF FLORIDA

Ryan J King Ebrahimian
Date: 2025.11.19 10:05:08 -05'00'

DATE: 11/19/25

SITE PLAN SHEET NO. L-2

811 Know what's below. Call before you dig.

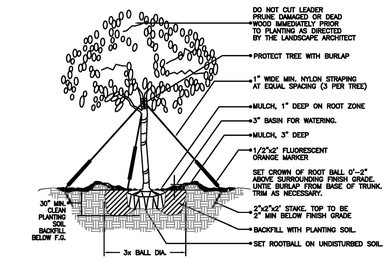


GENERAL LANDSCAPE NOTES:

1. PLANT MATERIAL: ALL PLANT MATERIAL SHALL BE FLORIDA #1 OR BETTER AS ESTABLISHED BY "GRADES AND STANDARDS FOR NURSERY PLANTS" OF THE STATE OF FLORIDA (FL). DEPARTMENT OF AGRICULTURE. UNLESS OTHERWISE NOTED, ALL TREES SHALL BE SINGLE LEADER, FIELD GROWN/BALLED & BURLAPPED (FGBB); CONTAINER GROWN TREES ARE NOT ACCEPTABLE & WILL BE IMMEDIATELY REJECTED UPON INSPECTION. ANY CHANGES TO THE APPROVED LANDSCAPE PLAN SHALL BE APPROVED BY THE CITY FORESTER & LA OF RECORD. ALL SUBSTITUTIONS AND CHANGES SHALL BE APPROVED IN WRTING PRIOR TO INSTALLATION. ANY DISCREPANCIES BETWEEN PLANS, SITE AND SPECIFICATIONS SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE LANDSCAPE ARCHITECT, THE OWNER AND GOVERNING MUNICIPALITY. OPTIONS FOR ALTERNATE SPECIES BASED ON LACK OF STATEWIDE AVAILABILITY SHALL BE FURNISHED TO LANDSCAPE ARCHITECT OF RECORD A MINIMUM OF 30 DAYS BEFORE COMMENCEMENT OF CONSTRUCTION. LACK OF AVAILABILITY WILL BE VERIFIED USING THE LATEST INDUSTRY ACCEPTED PUBLICATION LISTINGS. PLANT SPACING SHALL SUPERCEDE PLANT QUANTITY TO FILL THE SED FOR SHRUBS AND GROUNDCOVERS. THE LOCATION OF NEW SHRUB AND GROUNDCOVER PLANTINGS SHALL BE A MINIMUM OF 3 FEET FROM THE TRUNK FLARES OF EXISTING TREES TO BE PRESERVED. NEW SHRUB AND GROUNDCOVER PLANTINGS UNDER THE DRIPLINES SHALL BE INSTALLED BY HAND WITH CARE IN BETWEEN ROOTS 1" DIAMETER AND GREATER.
2. ALL TREES, SHRUBS AND GROUNDCOVERS SHALL, AT A MINIMUM, BE OF THE SIZES AS SPECIFIED IN THE PLANT LIST. WHERE THERE IS A DISCREPANCY EITHER IN QUANTITIES, PLANT NAMES, SIZES OR SPECIFICATIONS BETWEEN THE PLAN OR PLANT LIST, THE PLAN TAKES PRECEDENCE. QUANTITIES LISTED ON THE THE PLANT LIST ARE FOR ESTIMATING PURPOSES. CONTRACTOR SHALL VERIFY ALL QUANTITIES. MULCH, TOPSOIL, FERTILIZER, ETC. SHALL BE INCLUDED IN THE UNIT COST OF THE PLANTS. THE PLANTING PLAN SHALL BE INSTALLED IN COMPLIANCE WITH ALL EXISTING CODES AND APPLICABLE DEED RESTRICTIONS.
3. SOD SPECIFICATIONS: ALL AREAS NOT USED FOR BUILDINGS, VEHICULAR USE AREAS, WALKS OR PLANTING BEDS SHALL BE GRASSED. GRASSING SHALL EXTEND TO ANY ABUTTING STREET PAVEMENT EDGE AND TO THE MEAN WATERLINE OF ANY ABUTTING CANAL, LAKE OR WATERWAY. STENOTAPHRUM SECUNDATUM, V. 'FLORTAM' UNLESS OTHERWISE NOTED (ST. AUGUSTINE SOLID SOD). PASPALUM NOTATUM 'ARGENTINE' (ARGENTINE' BAHIA SOLID SOD) SHALL BE PROVIDED IN THE RIGHT-OF-WAYS & ON THE BANKS & BOTTOM OF DETENTION PONDS. OFFSITE DISTURBED AREAS SHALL BE RE-SODDED TO MATCH EXISTING. ALL AREAS DISTURBED BY CONSTRUCTION & NOT NOTED TO HAVE SHRUBS OR GROUNDCOVERS ON THE LANDSCAPE PLAN SHALL BE SODDED BY THE CONTRACTOR.
4. AMENDED PLANTING SOIL: PLANTING SOIL FOR USE IN BACK FILLING PLANTING HOLES SHALL BE FORTY PERCENT (40%) TOPSOIL AND SIXTY PERCENT (60%) SAND AND BE FERTILE, FRIABLE, AND OF A LOAMY CHARACTER, WITHOUT MIXTURE OF SUBSOIL MATERIALS, AND OBTAINED FROM A WELL-DRAINED, ARABLE SITE. IT SHALL CONTAIN THREE (3) TO FIVE (5) PERCENT DECOMPOSED ORGANIC MATTER AND SHALL BE FREE FROM HEAVY CLAY, COARSE SAND, STONES, LIME, LUMPS, PLANTS, ROOTS OR OTHER FOREIGN MATERIALS, OR NOXIOUS WEEDS. IT SHALL NOT CONTAIN TOXIC SUBSTANCES WHICH MAY BE HARMFUL TO PLANT GROWTH. PH RANGE SHALL BE 5.0 TO 7.0 INCLUSIVE. ALL PLANT MATERIAL TO RECEIVE PLANTING SOIL AS PER DETAILS & NOTES.
5. GENERAL RECOMMENDED PLANTING SOIL DEPTH: ALL TREES AND SHRUBS SHALL BE PLANTED WITH A MINIMUM OF 12" TOPSOIL AROUND AND BENEATH THE ROOTBALL. MINIMUM TOPSOIL SHALL BE 6" FOR GROUNDCOVER AREAS AND 2" FOR SODDED GRASS AREAS. THIS IS IN ADDITION TO A MINIMUM OF 10" OF UNDISTURBED OR NATIVE SOIL THAT WAS STOREDSTOCKPILED ON SITE AND REUSED, OR CLEAN IMPORTED PLANTING SOIL WITH A RANGE OF ORGANIC MATTER BETWEEN 3-5% WITH NO STONES GREATER THAN AN INCH AND A HALF IN DIAMETER IN ANY DIRECTION. TOPSOIL DEPTHS PLUS PLANTING SOILEXISTING NATIVE SOIL MINIMUM DEPTHS ARE IN ADDITION TO ANY LIMESTONE/ LIMEROCK SUBGRADE, & IN ADDITION TO EXCAVATION WIDTHS REQUIRED FOR TREE PITS AS SHOWN ON THE PLANTING DETAILS. TREE PITS SHALL BE EXCAVATED & BACKFILLED TO A MINIMUM DEPTH OF 36". PARKING LOT TREE-ISLAND SHALL BE EXCAVATED TO 36 INCHES DEPTH AND BACKFILLED WITH CLEAN FILL AND TOPSOIL, OR TURF TO WITHIN 1" OF THE TOP OF CURB OR ADJACENT PAVEMENT.
6. CONTRACTOR TO NOTIFY "SUNSHINE STATE ONE CALL OF FLORIDA, INC." AT 1-800-432-4770 TWO FULL BUSINESS DAYS PRIOR TO DIGGING FOR UNDERGROUND UTILITY LOCATIONS.
7. CONTRACTOR IS RESPONSIBLE FOR DETERMINING ALL UTILITY LOCATIONS AND INSTALLING FACILITIES SO AS TO NOT CONFLICT. ALL DAMAGE TO EXISTING UTILITIES OR IMPROVEMENTS CAUSED BY CONTRACTOR SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS IN THE FIELD AND REPORT ANY DISCREPANCIES IN THE SITE SURVEY OR DISPOSITION PLAN TO THE OWNER & LANDSCAPE ARCHITECT OF RECORD PRIOR TO STARTING WORK. ANY OVERHEAD POWERLINES, UNDERGROUND UTILITIES, EXISTING TREES, ETC. IN CONFLICT WITH PROPOSED LANDSCAPING, INCLUDING FPL RIGHT-TREE-RIGHT-PLACE GUIDELINES, SHALL BE REPORTED IMMEDIATELY TO THE OWNER'S REPRESENTATIVE OR DESIGNEE, AND TO THE LANDSCAPE ARCHITECT OF RECORD PRIOR TO SUBJECT PLANT MATERIAL INSTALLATION. FAILURE TO NOTIFY THE LANDSCAPE ARCHITECT & OWNER OF ANY DISCREPANCIES SHALL BE THE FULL RESPONSIBILITY OF THE CONTRACTOR AND WILL RESULT IN THE CONTRACTOR MOVING OR REPLACING THE PLANT MATERIAL AT THEIR OWN EXPENSE. LARGE MATURING SHADE TREES (THOSE THAT TYPICALLY GROW TO A SPREAD OR HEIGHT GREATER THAN 25 FEET) SHALL NOT BE PLANTED WITHIN 20 FEET OF ANY OTHER LARGE MATURING SHADE TREES UNLESS OTHERWISE SPECIFICALLY SHOWN ON THE LANDSCAPE PLAN. CONTRACTOR SHALL NOT WILLFULLY INSTALL PLANT MATERIALS IN CONFLICT WITH EXISTING OR PROPOSED SITE FEATURES.
8. ROOT BARRIER SPECIFICATIONS: ROOT BARRIERS SHALL BE PROVIDED FOR WHERE NEW TREES ARE TO BE INSTALLED ADJACENT TO PROPOSED UTILITIES, AS PRESCRIBED HEREIN AND BY THE MANUFACTURER. SEE ROOT BARRIER DETAIL ON THIS SHEET. PRODUCT SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS AND INSTRUCTIONS FOR ROOT CONTROL SYSTEMS. USE PRODUCT WHERE TREES ARE TO BE INSTALLED TEN FEET (10') OR LESS FROM HARDSCAPE SURFACES OR UNDERGROUND UTILITIES, INCLUDING BUT NOT LIMITED TO CURBS, SIDEWALKS, STEPS, ROADWAYS, WATER, DRAINAGE, EXFILTRATION TRENCH, & SEWER LINES. SMALL TREES THAT TYPICALLY MATURE AT 18' HEIGHT OR LESS REQUIRE ROOT BARRIERS WHERE SMALL TREES ARE WITHIN SIX FEET (6') OR LESS OF HARDSCAPE SURFACES OR UTILITIES. EXISTING TREES TO BE PRESERVED (WHERE THE EDGE ROOT FLARE IS LOCATED GREATER THAN TEN FEET (10') FROM ANY NEW HARDSCAPE AREAS OR UNDERGROUND UTILITIES) DO NOT REQUIRE ROOT BARRIERS. WHERE PROPOSED UNDERGROUND UTILITIES ARE TO BE INSTALLED 10 FEET OR LESS FROM THE ROOT FLARE OF EXISTING TREES, ROOT BARRIERS SHALL BE UTILIZED. ROOT BARRIERS ARE NOT REQUIRED WHERE PROPOSED TREES ARE LOCATED ADJACENT TO D-TYPE CURBING. THE USE OF ROOT BARRIERS SHALL BE MINIMUM 8' OVERALL LENGTH FROM THE CENTER OF THE TRUNK PARALLEL TO LINEAR FEATURES TO BE PROTECTED FOR SMALL TREES, OR MINIMUM 10' OVERALL LENGTH FROM THE CENTER OF THE TRUNK FOR MEDIUM TO LARGE MATURING SHADE TREES. MINIMUM LENGTHS OF ROOT BARRIER PRODUCTS MAY BE INCREASED (BUT NOT DECREASED) BASED ON LENGTH GRAPHICALLY DEPICTED ON PLAN, OR AT THE DISCRETION OF THE LANDSCAPE INSPECTOR. IN PARKING LOT ISLANDS ONLY, THE ROOT BARRIER LENGTH SHALL BE PROVIDED FOR THE FULL LENGTH OF FEATURE (UNDERGROUND UTILITY, STRUCTURE, OR PAVEMENT) TO BE PROTECTED. ROOT BARRERIS SHALL BE INSTALLED 1 FOOT HORIZONTAL DISTANCE FROM FEATURES TO BE PROTECTED.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING FINAL GRADING OF ALL ASSOCIATED PLANTING AREAS. AFTER FINAL GRADE, AREA TO BE RAKED TO 6" DEPTH AND ALL ROCK AND FOREIGN INORGANIC MATERIALS REMOVED AND DISPOSED OF PROPERLY OFF-SITE.
10. ALL PLANTING HOLES TO BE HAND DUG EXCEPT WHERE MACHINE DUG HOLES WILL NOT ADVERSELY AFFECT OR DAMAGE UTILITIES OR IMPROVEMENTS. ALL TRENCHES & EXCAVATION REQUIRED FOR INSTALLATION OF UNDERGROUND UTILITIES OR IRRIGATION EQUIPMENT ADJACENT TO EXISTING TREES & VEGETATION TO BE PRESERVED SHALL BE HAND-DUG CAREFULLY AS FAR FROM THE TRUNK AS POSSIBLE.
11. NO PLUNGING OF ANY TREE OR PALM WILL BE ACCEPTED. TRUNK FLARE SHALL BE SET 1-2" ABOVE FINISH GRADE FOR ALL TREES & PALMS. ALL PLANTS TO BE PLANTED AT THE NURSERY GRADE OR SLIGHTLY HIGHER.
12. CONTRACTOR SHALL STAKE & GUY ALL TREES AND PALMS AT TIME OF PLANTING AS PER THE APPROPRIATE DETAIL. CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE AND/OR REPAIR OF ALL STAKING AND GUYING DURING WARRANTY PERIOD AND REMOVAL & DISPOSAL OF STAKING AFTER ESTABLISHMENT PERIOD.
13. FERTILIZER FOR GRASS AREAS SHALL BE NPK 16-4-8 @ 12.5 LBS/1000 S.F. OR 545 LBS/ACRE. NITROGEN 50% SLOW RELEASE FORM & FERTILIZER TO INCLUDE SECONDARY MICRONUTRIENTS.
14. WATERING: ALL PLANT MATERIAL SHALL BE WATERED IN AT TIME OF PLANTING IN ACCORDANCE WITH STANDARD NURSERY PRACTICES. IN ADDITION, CONTRACTOR WILL CONTINUE WATERING OF PLANT MATERIAL UNTIL SUBSTANTIAL COMPLETION AND AS NEEDED THEREAFTER FOR A PERIOD OF 2 MONTHS.
15. ALL PLANTS AND PLANTING MATERIALS INCLUDED UNDER THIS CONTRACT SHALL BE MAINTAINED BY WATERING, CULTIVATING, SPRAYING, AND ALL OTHER OPERATIONS (SUCH AS RE-)STAKING OR REPAIRING GUY SUPPORTS) NECESSARY TO INSURE A HEALTHY CONDITION BY THE CONTRACTOR UNTIL CERTIFICATION OF ACCEPTABILITY BY THE OWNER OR OWNER'S DESIGNEE. MAINTENANCE AFTER THE CERTIFICATION OF AN ACCEPTABILITY SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS IN THIS SECTION. CONTRACTORS AREREQUESTED TO PROVIDE A BID ESTIMATE TO COVER LANDSCAPE AND IRRIGATION MAINTENANCE FOR A PERIODOF NINETY (90) CALENDAR DAYS COMMENCING AFTER ACCEPTANCE
16. GUARANTEE: ALL NEW PLANT MATERIAL SHALL BE GUARANTEED FOR 1 YEAR FROM TIME OF FINAL ACCEPTANCE OF PROJECT. ANY PLANT MATERIAL NOT IN A HEALTHY GROWING CONDITION WILL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER WITHIN 10 DAYS OF NOTIFICATION. FOR ALL REPLACEMENT PLANT MATERIAL, THE WARRANTY PERIOD SHALL BE EXTENDED AN ADDITIONAL 45 DAYS BEYOND THE ORIGINAL WARRANTY PERIOD. ALL TREES THAT LEAN OR ARE BLOWN OVER, CAUSED BY WINDS LESS THAN 75 MPH, WILL BE RE-SET AND BRACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. FINAL INSPECTION BY OWNER OR THEIR DESIGNEE AT THE END OF THE 1 YR GUARANTEE PERIOD SHALL INCLUDE PLANTING, CONSTRUCTION AND ALL OTHER INCIDENTAL WORK PERTAINING TO THIS CONTRACT. ANY PLANTS NOT MEETING THE CRITERIA OF HEALTHY, VIGOROUS, AND THRIVING AT THIS TIME, AND THAT HAVE NOT ALREADY BEEN REPLACED PREVIOUSLY UNDER SAID WARRANTY, SHALL BE SUBJECT TO THE SAME ONE (1) YEAR GUARANTEE (OR AS SPECIFIED BY THE OWNER IN WRITING) BEGINNING WITH THE TIME OF REPLACEMENT AND ENDING WITH THE SAME INSPECTION AND ACCEPTANCE HEREIN DESCRIBED.
17. THE SUCCESSFUL BIDDER SHALL FURNISH TO THE OWNER A UNIT PRICE BREAKDOWN FOR ALL MATERIALS.
18. NO PLANT MATERIAL WILL BE ACCEPTED SHOWING EVIDENCE OF CABLE, CHAIN MARKS, EQUIPMENT SCARS, OR OTHERMISE DAMAGED. PLANT MATERIAL WILL NOT BE ACCEPTED WHEN THE BALL OF EARTH SURROUNDING ITS ROOTS HAS BEEN CRACKED, BROKEN OR OTHERMISE DAMAGED.
19. ROOT-PRUNE ALL NEW TREES A MINIMUM OF (60) DAYS PRIOR TO PLANTING.
20. ALL LANDSCAPED AREAS WILL BE IRRIGATED BY AN UNDERGROUND, AUTOMATIC, RUST-FREE IRRIGATION SYSTEM PROVIDING 100% COVERAGE AND MINIMUM 50% SPRAY OVERLAP. THE SYSTEM SHALL BE MAINTAINED IN GOOD WORKING ORDER AND DESIGNED TO MINIMIZE WATER ON IMPERVIOUS SERVICES AND NOT OVERSPRAY WALKWAYS. A RAIN SENSOR DEVICE IS REQUIRED BY FL LAW & SHALL BE OPERATIONAL TO OVERRIDE THE IRRIGATION CYCLE OF THE SYSTEM WHEN ADEQUATE RAINFALL HAS OCCURRED.
21. ALL PLANT MATERIAL PLANTED WITHIN THE SIGHT DISTANCE TRIANGLE AREAS (SEE PLAN) SHALL PROVIDE UNOBSTRUCTED CROSS-VISIBILITY AT A HORIZONTAL LEVEL BETWEEN 30 INCHES AND 8 FEET ABOVE ADJACENT STREET GRADE.
23. NO CANOPY TREES SHALL BE PLANTED WITHIN 15 FEET OF A LIGHT POLE. NO PALM SPECIES SHALL BE PLANTED WITHIN 7.5 FEET OF A LIGHT POLE.
24. TREE PROTECTION BARRICADES SHALL BE PROVIDED BY LANDSCAPE CONTRACTOR AROUND EXISTING TREES THAT MAY BE IMPACTED BY THE PROPOSED CONSTRUCTION. PRIOR TO ANY CONSTRUCTION A TREE PROTECTION BARRICADE INSPECTION SHALL BE CONDUCTED BY THE LANDSCAPE ARCHITECT, OWNER OR GOVERNING MUNICIPALITY. REFER TO LANDSCAPE DETAIL FOR TREE PRESERVATION BARRICADE FENCING.
25. IN ALL PEDESTRIAN AREAS, ALL TREES AND PALMS SHALL BE MAINTAINED TO ALLOW FOR CLEAR PASSAGE AT AN 8 FOOT CLEAR TRUNK.
26. ALL LANDSCAPE MATERIAL SHALL BE SETBACK A MINIMUM OF 7.5 FEET FROM THE FRONTSIDES AND 4 FEET FROM THE BACK ANY FIRE HYDRANT.
27. MULCH SHALL BE FROM SHREDDED WOOD DERIVED FROM MELALEUCA OR OTHER INVASIVE TREE SPECIES AND SHALL BE STERILIZED TO EFFECTIVELY ELIMINATE ALL SEEDS, SPORES, ETC. AND RENDER THEM BARREN. MULCH MATERIAL SHALL BE MOISTENED AT THE TIME OF APPLICATION TO PREVENT WIND DISPLACEMENT AND APPLIED AT A DEPTH OF THREE INCHES (3"). A MULCH RING 3 FEET IN DIAMETER SHALL BE PROVIDED FOR ALL NEW & EXISTING TREES ON SITE AND IN THE SITE WORK AREA. MULCH IS TO BE KEPT 2-3" FROM THE STEM OF ALL GROUNDCOVERS & 3-6" FROM THE TRUNK OF ALL TREES & PALMS. MULCH SHALL BE GRADE 'B' SHREDDED, AND SHALL BE APPLIED EVENLY AND SMOOTH TO PLANTED AREAS. NO RED OR COLORED MULCH SHALL BE ACCEPTED UNLESS SPECIFIED ACCORDINGLY. NO CYPRESS MULCH OR PINE BARK SHALL BE USED.
28. PLANTINGS SHALL BE INSTALLED IN COMPLIANCE WITH ALL EXISTING CODES AND APPLICABLE DEED RESTRICTIONS. WHERE DISCREPANCIES EXIST, JURISDICTIONAL CODES, STANDARDS, & REGULATIONS SHALL GOVERN.
29. ALL ABOVE GROUND EQUIPMENT SHALL BE VISUALLY SCREENED A MIN. OF 6" ABOVE THE TOP OF EQUIPMENT. BACKFLOW PREVENTERS SHALL BE PAINTED BLACK.

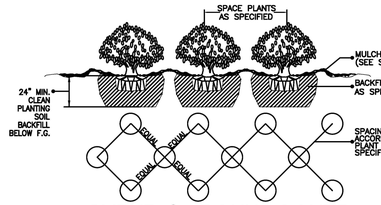
PLANT SCHEDULE

CODE	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	CAL/DBH	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
TREES										
IC	3	Dahoon Holly	Ilex cassine	B & B	2.5" DBH	12` Ht	6`	Yes	Medium	5` CT
PALM TREES										
SS	2	Cabbage Palmetto	Sabal palmetto	B & B		12-18` oa Staggered		Yes	High	No hurricane cut
CODE	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	SPACING	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
MID LEVEL SHRUBS										
ALC	11	'Louisiana Red' Copperleaf	Acalypha wilkesiana	NA	36"	30"	30"	No	High	Full to Base
CAP	96	Jamaica Caper	Capparis cynophallophora	NA	As Shown	36"	30"	Yes	High	Full to Base
MYF	366	Simpson`s Stopper	Myrcianthes fragrans 'compacta'	NA	24"	24"	18"	Yes	High	Full to Base
UPPER LEVEL SHRUBS										
CBM	14	Black Magic Ti Plant	Cordyline fruticosa `Black Magic`	NA	As Shown	32"	24"	No	High	
SHRUB AREAS										
TFD	36	Fakahatchee Grass	Tripsacum dactyloides	n/a	36"	30-36"	36"	Yes	High	
LOW LEVEL SHRUB AREAS										
CLN	224	Dwarf Pitch Apple	Cllusia rosea 'nana'	n/a	24"	16-18"	18"	Yes	High	Full Mounds
HLM	50	Spider Lily	Hymenocallis latifolia	n/a	24"	16"-18"	18"	Yes	High	
LOR	418	'Plum Delight'	Loropetalum X 'Plum Delight'	n/a	18"	12"	14-16"	No	High	Full
MUH	34	Pink Muhly Grass	Muhlenbergia capillaris	n/a	36"	24-30"	30"	Yes	High	Full Mounds
SPP	67	Purple Ground Orchid	Spathoglottis plicata `Purple`	n/a	24"	16"-18"	16-18"	No	High	Full



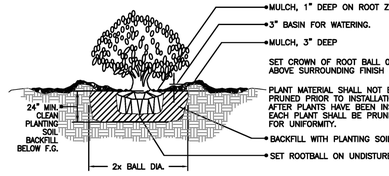
(2" cal. and over) LARGE TREE PLANTING DETAIL

N.T.S.



SHRUB / GROUNDCOVER SPACING / PLANTING DETAIL

N.T.S.



SHRUB PLANTING DETAIL

N.T.S.

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10708 NW 12TH MNR.,
PLANTATION, FL 33322
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PH.: 305 879 7965

PROJECT NO:		
PUBLISH DATE:		
PROJECT MGR: RKE		
REVISIONS:		
Revision ID	Transmittal Set Name	Date

INDIAN TRACE SHOPPING CENTER MASTER PLAN

SW 160TH AVENUE
SUNRISE, FL 33326

ENTRY LANDSCAPE PLAN

SEAL: REGISTERED LANDSCAPE ARCHITECT JAHAN KING EBRAHIMIAN LA6673294 STATE OF FLORIDA

Jahan King Ebrahimian Digitally signed by Ryan J King Ebrahimian Date: 2025.11.19 15:05:25 -05'00'

DATE: 11/19/25

SITE PLAN SHEET NO. L-2.1

811 Know what's below. Call before you dig.

8" WM — 12' WATERMAIN EASEMENT O.R.B. 18095, PAGE 975 & O.R.B. 22563, PAGE 521
12' WATERMAIN EASEMENT O.R.B. 18095, PAGE 975 O.R.B. 22102, PAGE 8
18" PIPE
12' WATERMAIN EASEMENT O.R.B. 18095, PAGE 975 O.R.B. 22102, PAGE 8
8" PVC GM — 12' SANITARY SEWER EASEMENT O.R.B. 23563, PAGE 521 & O.R.B. 17804, PAGE 757
8" FM
12' SANITARY SEWER EASEMENT O.R.B. 23563, PAGE 521 & O.R.B. 17804, PAGE 757
25' PRIVATE RIGHT-OF-WAY EASEMENT O.R.B. 14536, PAGE 587
12' WATERMAIN EASEMENT O.R.B. 22563, PAGE 521
FPL EASEMENT O.R.B. 23105, PAGE 594
12' SANITARY SEWER EASEMENT O.R.B. 23563, PAGE 521 & O.R.B. 17804, PAGE 757
15.0'
12' SANITARY SEWER EASEMENT O.R.B. 23563, PAGE 521 & O.R.B. 22102, PAGE 8
12' WATERMAIN EASEMENT O.R.B. 18095, PAGE 975 O.R.B. 22102, PAGE 8
8" WM
384± SF
IC 6
BUILDING FINISH FLOOR ELEVATION=7.80' HEIGHT = 27.92'
IC 9
10.0'
10.0'
FINISH FLOOR ELEVATION=7.80'
BUILDING
ROOT BARRIER (TYP.)
CAP 5
LOR 28
MRG 23
PROP. PUMP & WELL
EXISTING 6' HT CHAINLINK FENCE OWNED BY FDOT TO REMAIN
TRF 32
SHADE TREES COUNTED TO EAST BUFFER TREE REQUIREMENT
PG 9
MRG 16
NOTE: MITIGATION TREES TO BE INSTALLED IN THE I-75 ROW BY FDOT WITH FUTURE IMPROVEMENTS
CAP 17
TRF 29
CBM 13
BSM 8
NPB 93
ARD 154
EXISTING 6' HT CHAINLINK FENCE OWNED BY FDOT TO REMAIN
Typical
PHB 11
MRG 5
NPB 38
MYF 18
APPROX. 1000' BILLBOARD VIEW ZONE PER F.S. 479-106(6)a. FOR LEFT SIDE VIEWING (NORTHBOUND TRAVEL)
WATER VALVE
5.0'
8" WM
GRANTOR PROPERTY EASEMENT FOR ACCESS, DRAINAGE & UTILITIES O.R.B. 18095, PAGE 975
5' MAINTENANCE AREA O.R.B. 18095, PAGE 975
FDOT RIGHT-OF-WAY MAP SECTION 86030-2527 O.R.B. 48000, PAGE 371
ARTIFICIAL TURF
APPROX. 500' BILLBOARD VEGETATION MGMT. ZONE PER F.S. 479-106(6)a. FOR LEFT SIDE VIEWING (NO MEDIUM & LARGE TREES)
PHB 29
GC2 9
LJ2 9
"SLOW-GROWING" TREES COUNTED @2:1 TO EAST BUFFER TREE REQUIREMENT
EXISTING 6' HT CHAINLINK FENCE OWNED BY FDOT TO REMAIN
MUH 109
EXISTING TWO-SIDED BILLBOARD
LJM 1
GCM 1
EXISTING 6' HT CHAINLINK FENCE OWNED BY FDOT TO REMAIN
PROPOSED BILLBOARD PARCEL WITH ERSEMENT BELOW FOR VEHICULAR ACCESS & PARKING
TREE TOWARDS TERMINAL ISLAND TREE REQUIREMENT
GCM 1
LJM 1
LJ 1
INTERSTATE - No. 75
APPROX. 500' BILLBOARD VEGETATION MGMT. ZONE PER F.S. 479-106(6)a FOR RIGHT SIDE VIEWING (NO MEDIUM & LARGE TREES)
APPROX. 1000' BILLBOARD VIEW ZONE PER F.S. 479-106(6)a FOR RIGHT SIDE VIEWING (SOUTHBOUND TRAVEL)
N
20 10 5 0 20
1"= 20'

PLANT SCHEDULE

CODE	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	CAL/DBH	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
TREES										
IC	15	Dahoon Holly	Ilex cassine	B & B	2.5" DBH	12' Ht	6'	Yes	Medium	5' CT
PG	9	Fern Pine	Podocarpus gracilior	B & B	3.5" DBH	16' Ht	7-8' spr,	No	High	5' CT
REPLACEMENT TREES										
BSM	8	Gumbo Limbo	Bursera simaruba	B & B	2.5" DBH	12' Ht	6'	Yes	High	6' CT; FL FANCY; CAT. 1
GCM	2	Glaucous Cassia	Cassia surattensis	B & B	1.5" DBH	7' oa	4'	No	High	3.5' CT; STD; CAT 3
LJM	2	Japanese Privet	Ligustrum japonica	B & B	2" DBH	8' Ht	6'	No	High	4-5' CT; Full; CAT 3
SLOW GROWING TREES										
LJ	1	Japanese Privet	Ligustrum japonica	B & B	2" DBH	8' Ht	6'	No	High	4-5' CT; Full; SG
TREES COUNTED @2:1										
GC2	9	Glaucous Cassia	Cassia surattensis	B & B	1.5" DBH	7' oa	4'	No	High	3.5' CT; STD; @ 2:1
LJ2	9	Japanese Privet	Ligustrum japonica	B & B	2" DBH	8' Ht	6'	No	High	4-5' CT; Full; @2:1
CODE	QTY	COMMON NAME	BOTANICAL NAME	SPECIFICATIONS	SPACING	HEIGHT	SPREAD	NATIVE	XERIC	REMARKS
MID LEVEL SHRUBS										
CAP	22	Jamaica Caper	Capparis cynophallophora	NA	As Shown	36"	30"	Yes	High	Full to Base
MRG	44	Guianese Coliowood	Myrsine cubana	7 gal	As Shown	30"	24-30"	Yes	High	Full to Base
MYF	18	Simpson's Stopper	Myrcianthes fragrans 'compacta'	NA	24"	24"	18"	Yes	High	Full to Base
UPPER LEVEL SHRUBS										
ARD	154	Marlberry	Ardisia escallonioides	NA	36"	60"	36"	Yes	High	Full; Maintain at 6' ht
CBM	13	Black Magic Ti Plant	Cordyline fruticosa `Black Magic`	NA	As Shown	32"	24"	No	High	
PHB	40	Cut Leaf Philodendron	Philodendron bipinnatifidum	NA	As Shown	32"	36-48"	No	High	
LOW LEVEL SHRUB AREAS										
LOR	28	'Plum Delight'	Loropetalum X 'Plum Delight'	n/a	18"	12"	14-16"	No	High	Full
MUH	109	Pink Muhly Grass	Muhlenbergia capillaris	n/a	36"	24-30"	30"	Yes	High	Full Mounds
NPB	131	Giant Swordfern	Nephrolepis biserrata	n/a	32"	16"-18"	24"	Yes	High	
TRF	61	Florida Gamagrass	Tripsacum floridanum	n/a	30"	20"	24"	Yes	High	

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INDIAN TRACE SHOPPING CENTER MASTER PLAN

SW 160TH AVENUE
SUNRISE, FL 33326

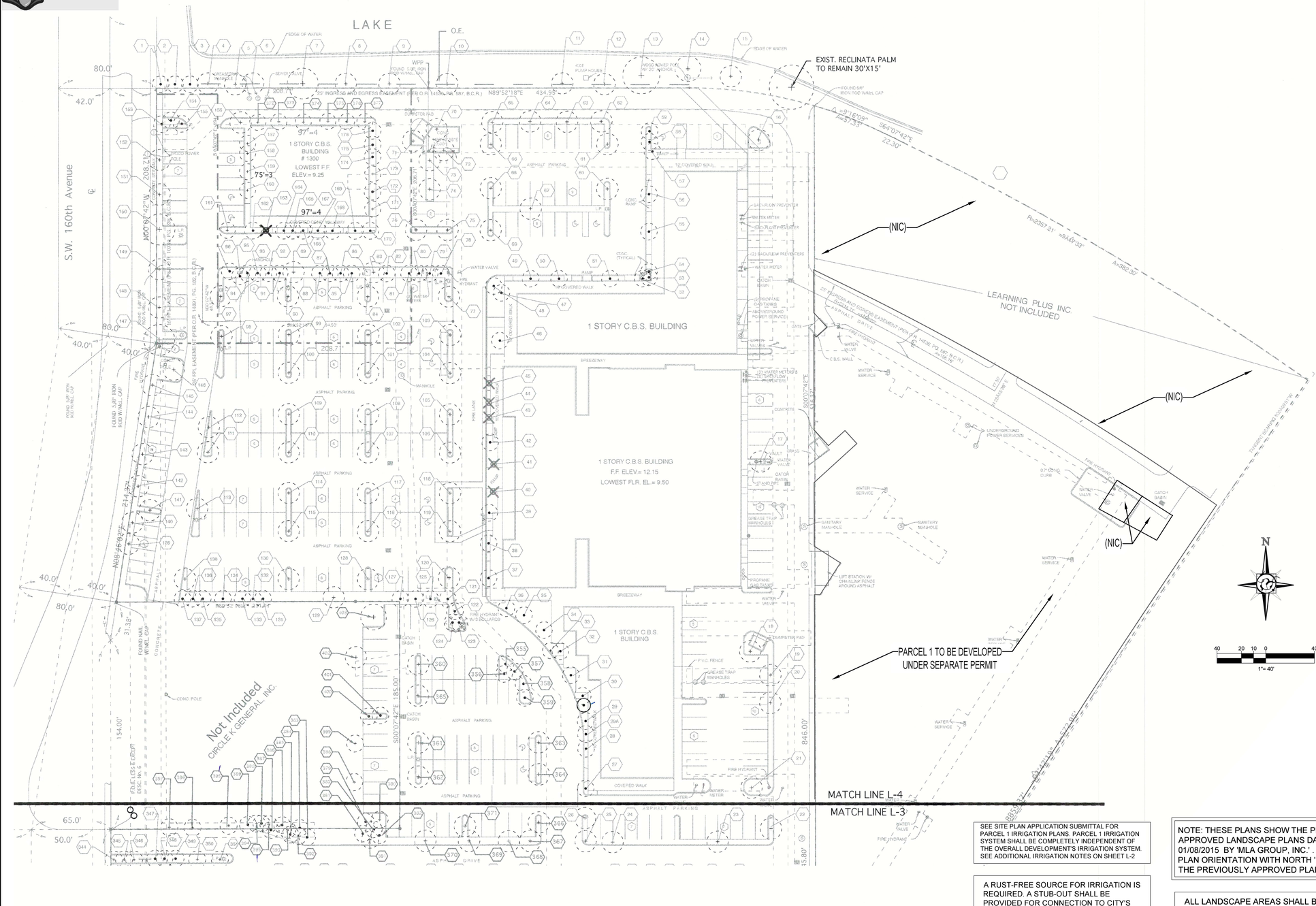
PARCEL 1 PERIMETER BUFFER LANDSCAPE PLAN

SEAL: REGISTERED LANDSCAPE ARCHITECT RYAN J. KING LA6367324 STATE OF FLORIDA
Ryan J. King LA6367324 Digitally signed by Ryan J. King Ebrahimian Date: 2025.11.19 12:38:03 -05'00'

DATE: 11/19/25

SITE PLAN SHEET NO.
L-2.2

811 Know what's below. Call before you dig.



EXISITNG TREE KEY

- EXISTING TREE TO REMAIN
- EXISTING PALM TO REMAIN
- EXISTING TREE TO REMOVE

REFER TO SHEET L-5 FOR EXISTING TREE DATA COMMON NAMES, SIZES, CONDITIONS AND DISPOSTION

REFER TO SHEETS L-1 AND L-2 FOR ALL PROPOSED LANDSCAPE MATERIALS

SEE SITE PLAN APPLICATION SUBMITTAL FOR PARCEL 1 IRRIGATION PLANS. PARCEL 1 IRRIGATION SYSTEM SHALL BE COMPLETELY INDEPENDENT OF THE OVERALL DEVELOPMENT'S IRRIGATION SYSTEM. SEE ADDITIONAL IRRIGATION NOTES ON SHEET L-2

A RUST-FREE SOURCE FOR IRRIGATION IS REQUIRED. A STUB-OUT SHALL BE PROVIDED FOR CONNECTION TO CITY'S REUSE SYSTEM FOR IRRIGATION POINT OF CONNECTION, WHEN THE REUSE SYSTEM BECOMES AVAILABLE.

NOTE: THESE PLANS SHOW THE PREVIOUSLY APPROVED LANDSCAPE PLANS DATED 01/08/2015 BY 'MLA GROUP, INC.' . PLAN ORIENTATION WITH NORTH 'UP' AS PER THE PREVIOUSLY APPROVED PLANS

ALL LANDSCAPE AREAS SHALL BE IRRIGATED WITH 100% COVERAGE & MINIMUM 50% OVERLAP

ANY MODIFICATIONS TO THE MASTER SITE PLAN AS PART OF FUTURE DEVELOPMENT PHASES WILL INCLUDE RELATED EXISTING TREE DISPOSITION PLANS.

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INDIAN TRACE SHOPPING CENTER MASTER PLAN

SW 160TH AVENUE
SUNRISE, FL 33326

MASTER EXISTING TREE DISPOSITION PLAN

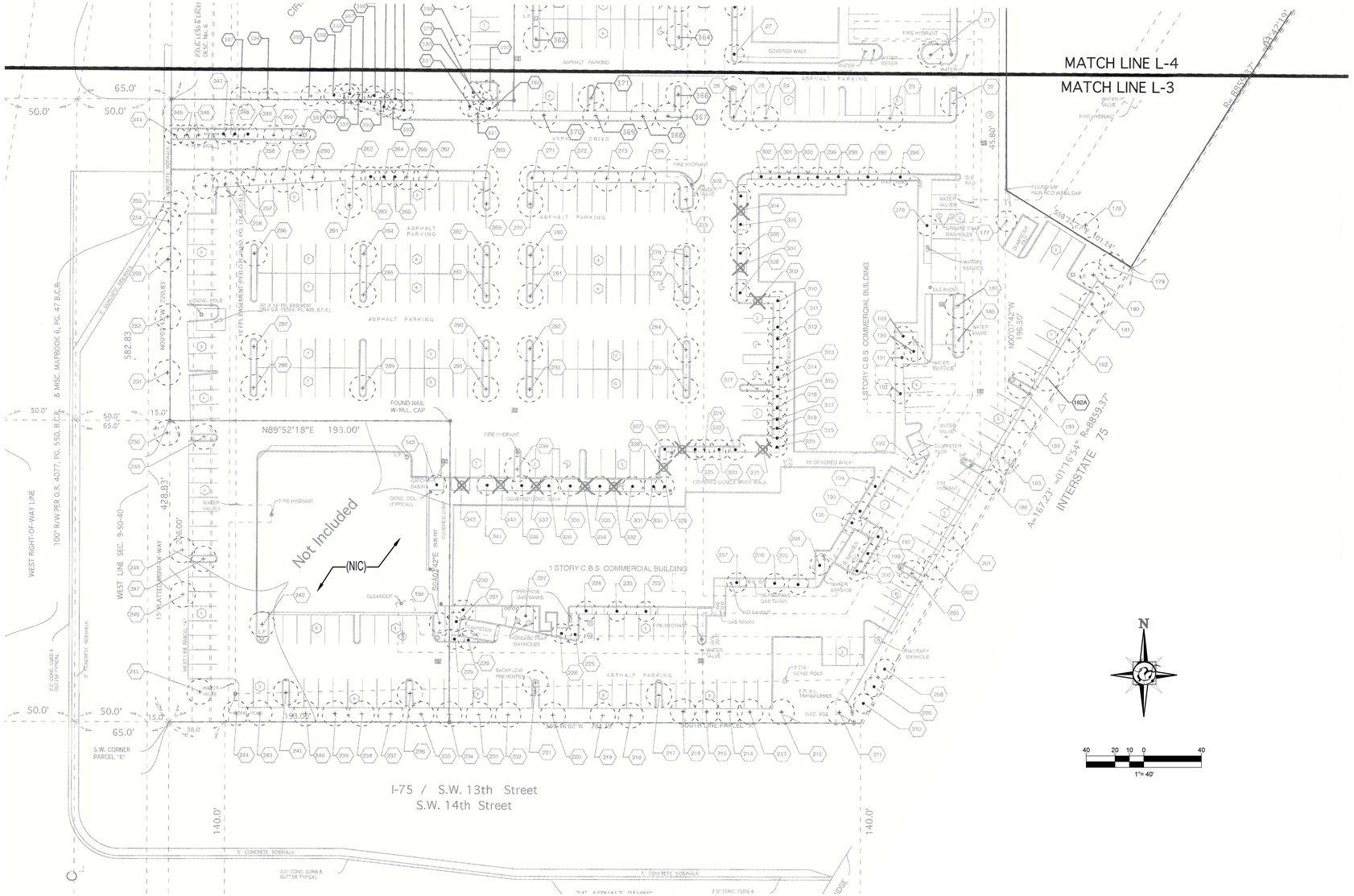
SEAL: REGISTERED LANDSCAPE ARCHITECT RYAN J. KING EBRAHIMIAN LA6667329 STATE OF FLORIDA

Ryan J. King
Ebrahimian
Date: 2025.11.19 10:55:50 -05'00'

DATE: 11/19/25

SITE PLAN SHEET NO.
L-3

811 Know what's below. Call before you dig.



EXISITNG TREE KEY

- EXISTING TREE TO REMAIN
- EXISTING PALM TO REMAIN
- EXISTING TREE TO REMOVE

REFER TO SHEET L-5 FOR EXISTING TREE DATA COMMON NAMES, SIZES, CONDITIONS AND DISPOSTION

REFER TO SHEETS L-1 AND L-2 FOR ALL PROPOSED LANDSCAPE MATERIALS

ANY MODIFICATIONS TO THE MASTER SITE PLAN AS PART OF FUTURE DEVELOPMENT PHASES WILL INCLUDE RELATED EXISTING TREE DISPOSITION PLANS.

A RUST-FREE SOURCE FOR IRRIGATION IS REQUIRED. A STUB-OUT SHALL BE PROVIDED FOR CONNECTION TO CITY'S REUSE SYSTEM FOR IRRIGATION POINT OF CONNECTION, WHEN THE REUSE SYSTEM BECOMES AVAILABLE.

NOTE: THESE PLANS SHOW THE PREVIOUSLY APPROVED LANDSCAPE PLANS DATED 01/08/2015 BY 'MLA GROUP, INC.' . PLAN ORIENTATION WITH NORTH 'UP' AS PER THE PREVIOUSLY APPROVED PLANS

ALL LANDSCAPE AREAS SHALL BE IRRIGATED WITH 100% COVERAGE & MINIMUM 50% OVERLAP

LEAVE BLANK - FOR CITY USE ONLY

ECG
EBRAHIMIAN CREATIVE GROUP
10708 NW 12TH MNR.,
PLANTATION, FL 33322
RKINGEBRA@ECG.LAND
PH.: 305 879 7965

PROJECT NO:	
PUBLISH DATE:	
PROJECT MGR:	RKE
REVISIONS:	

Revision ID	Transmittal Set Name	Date

INDIAN TRACE SHOPPING CENTER MASTER PLAN

SW 160TH AVENUE
SUNRISE, FL 33326

MASTER EXISTING TREE DISPOSITION PLAN

SEAL: REGISTERED LANDSCAPE ARCHITECT — JAMAN KING EBRAHIMIAN — LA# 6732 — STATE OF FLORIDA

Jaman King Ebrahimian
Digitally signed by Jaman King Ebrahimian
Date: 2025.11.19 08:51:07 -05'00'

DATE: 11/19/25

SITE PLAN SHEET NO. L-4

811 Know what's below. Call before you dig.

EXISTING TREE INVENTORY LIST

Tree No.	Common Name	Size (Cal. Ht. X Spr.)	Condition	Determination
1	SABAL PALM	15'	GOOD	REMAIN
2	SABAL PALM	12'	GOOD	REMAIN
3	SABAL PALM	8'	GOOD	REMAIN
4-6	LIVE OAK	12"-14" -20' x 20'	GOOD	REMAIN
7	BLACK OLIVE	20"-20' x 30'	GOOD	REMAIN
8-10	LIVE OAK	12"-20' x 20'	GOOD	REMAIN
11	LIVE OAK	4" (NO HEAD)	POOR	REMOVE
12	ACACIA	8 -10"-15' x 10'	POOR	REMAIN
13	LIVE OAK	20"-20' x 30'	GOOD	REMAIN
14	LIVE OAK	10"-20' x 30'	GOOD	REMAIN
15	LIVE OAK	15"-25' x 30'	GOOD	REMAIN
16	LIVE OAK	12"-20' x 30'	GOOD	REMAIN
17	ACACIA	14"-20' x 20'	GOOD	REMAIN
18	ACACIA	30"-40' x 30'	GOOD	REMAIN
19,20	ACACIA	12"-20' x 20'	FAIR	REMAIN
21	ACACIA	14"-25' x 20'	GOOD	REMAIN
22	ACACIA	12"-15' x 10'	POOR	REMOVE
23	ACACIA	10"-25' x 20'	GOOD	REMAIN
24	ACACIA	8"-15' x 20'	GOOD	REMAIN
25	RECLINATA	8 x 6 LOW CLUMP	GOOD	REMAIN
26	YELLOW TABEBUIA	12"-14" x 20' x 25'	GOOD	REMAIN
27-29	ROBELLINI	5'	GOOD	REMAIN
29A	YELLOW TABEBUIA	10" 25'X12'	GOOD	REMAIN
30	ROBELLINI	5'	GOOD	REMAIN
31	ROBELLINI	0'	GOOD	REMAIN
32	ROBELLINI	5'	GOOD	REMAIN
33	YELLOW TABEBUIA	10"-14" x 15' x 15'	GOOD	REMAIN
34	ROBELLINI	5'	GOOD	REMAIN
35	ADONIDIA PALM	10'	GOOD	REMAIN
36-38	ROBELLINI	5'	GOOD	REMAIN
39	ADONIDIA PALM	10'	GOOD	REMAIN
40-41	ROBELLINI	0'	GOOD	REMOVE
42	ADONIDIA PALM	10'	GOOD	REMAIN
43	ROBELLINI	5'	GOOD	REMOVE
44,45	ROBELLINI	5'	GOOD	REMOVE
46,47	ROBELLINI	5'	REMAIN	REMAIN
48	WASHINGTONIA	30'	GOOD	REMAIN
49-51	ROBELLINI	5'	GOOD	REMAIN
52	SABAL PALM	1'	GOOD	REMAIN
53	SABAL PALM	4'	GOOD	REMAIN
54	SABAL PALM	8'	GOOD	REMAIN
55	ROBELLINI	5'	GOOD	REMAIN
56	ROBELLINI	5'	GOOD	REMAIN
57,59	SABAL PALM	9'	GOOD	REMAIN
58	SABAL PALM	10'	GOOD	REMAIN
60	LIVE OAK	8"-20' x 20'	GOOD	REMAIN
61	LIVE OAK	6"-12' x 10'	FAIR	REMAIN
62	LIVE OAK	10"-15' x 20'	GOOD	REMAIN
63	LIVE OAK	12"-30' x 20'	GOOD	REMAIN
64	LIVE OAK	8"-12' x 20'	GOOD	REMAIN
65,66	LIVE OAK	10"-20' x 20'	GOOD	REMAIN
67	ACACIA	12"-30' x 20'	GOOD	REMAIN
68,69	LIVE OAK	8"-15' x 20'	FAIR	REMAIN
70	LIVE OAK	8"-20' x 20'	GOOD	REMAIN
71	LIVE OAK	6"-15' x 15'	FAIR	REMAIN
72	VEITCHIA PALM	5"-15' x 15'	FAIR	REMAIN
73	LIVE OAK	8"-20' x 20'	GOOD	REMAIN
74	LIVE OAK	6"-15' x 20'	GOOD	REMAIN
75,76	LIVE OAK	8"-15' x 20'	FAIR	REMAIN
77	LIVE OAK	8"-12' x 20'	FAIR	REMAIN
78,81	SABAL PALM	10'	GOOD	REMAIN
79	QUEEN PALM	11'	GOOD	REMAIN
80	SABAL PALM	12'	GOOD	REMAIN
82	QUEEN PALM	15'	POOR	REMAIN
83,84	LIVE OAK	6"-12' x 15'	POOR/FAIR	REMAIN
85,86	PALM	12'	GOOD	REMAIN
87,88	PALM	8'	GOOD	REMAIN
89	LIVE OAK	10"-15' x 20'	GOOD	REMAIN
90	LIVE OAK	10"-12' x 12'	FAIR	REMAIN
91	QUEEN PALM	12'	POOR	REMAIN
92	QUEEN PALM	10'	POOR	REMAIN
93-95	SABAL PALM	8'	GOOD	REMAIN
96	QUEEN PALM	12'	POOR	REMAIN
97	LIVE OAK	8"-15' x 20'	GOOD	REMAIN
98	LIVE OAK	10"-15' x 20'	GOOD	REMAIN
99	LIVE OAK	5"-12' x 15'	GOOD	REMAIN
100	LIVE OAK	4"-10' x 15'	GOOD	REMAIN
101,102,104	LIVE OAK	5"-12' x 15'	GOOD	REMAIN
103	LIVE OAK	6"-15' x 20'	GOOD	REMAIN
105,108,110	LIVE OAK	4"-10' x 10'	GOOD	REMAIN
106,107,109	LIVE OAK	6"-15' x 20'	GOOD	REMAIN
111	LIVE OAK	10"-20' x 25'	GOOD	REMAIN
112	LIVE OAK	4"-12' x 10'	GOOD	REMAIN
113	LIVE OAK	12"-20' x 30'	GOOD	REMAIN
114	LIVE OAK	4"-10' x 10'	GOOD	REMAIN
115	LIVE OAK	6" 12' x 15'	GOOD	REMAIN
116	LIVE OAK	6"-15' x 20'	GOOD	REMAIN
117	LIVE OAK	4"-12' x 10'	GOOD	REMAIN
118	LIVE OAK	6"-12' x 20'	GOOD	REMAIN
119	BLACK OLIVE	3"-8' x 8'	GOOD	REMAIN
120	LIVE OAK	8"-15' x 20'	GOOD	REMAIN
121-127	SABAL PALM	10'-12'	GOOD	REMAIN
128	LIVE OAK	6"-15' x 25'	GOOD	REMAIN
129	LIVE OAK	8"-20' x 20'	GOOD	REMAIN
130	LIVE OAK	10"-25'-x 25'	GOOD	REMAIN
131-133	SABAL PALM	8'	GOOD	REMAIN
134,136,137	WASHINGTONIA	20'	GOOD	REMAIN
135	WASHINGTONIA	22'	GOOD	REMAIN
138	LIVE OAK	5"-12' x 15'	GOOD	REMAIN
139-141	LIVE OAK	18"-20' x 25'	GOOD	REMAIN
142-145	LIVE OAK	12"-20' x 20'	GOOD	REMAIN
146	LIVE OAK	8"-20' x 30'	GOOD	REMAIN
147	LIVE OAK	10"-20' x 30'	GOOD	REMAIN
148	LIVE OAK	6"-15' x 15'	GOOD	REMAIN
149	LIVE OAK	14"-20' x 30'	GOOD	REMAIN
150	LIVE OAK	6"-20' x 20'	GOOD	REMAIN
151	LIVE OAK	8"-15' x 20'	GOOD	REMAIN
152	LIVE OAK	8"-20' x 30'	GOOD	REMAIN
153,154,155	SABAL PALM	10', 8', 9'	GOOD	REMAIN
156	MAHOGANY	6"-20' x 20'	GOOD	REMAIN
157-160	GREEN BUTTONWOOD	6"-20' x 20'	GOOD	REMAIN
161	MAHOGANY	6"-20' x 20'	GOOD	REMAIN
162	ALEXANDER PALM	DBL. 12'-15' OA.	GOOD	REMAIN
163	ROBELLINI	8 ' OA.	GOOD	REMOVE
164	ROBELLINI	8' OA.	GOOD	REMOVE
165	ALEXANDER PALM	15' OA.	GOOD	REMAIN
166,167	ROBELLINI	8' OA.	GOOD	REMAIN
168	ALEXANDER PALM	15' OA.	GOOD	REMAIN
169,170	SABAL PALM	12' OA.	GOOD	REMAIN
171	GREEN BUTTONWOOD	6"-20' x 20'	GOOD	REMAIN
172	ROBELLINI	8 OA.'	GOOD	REMAIN
173	GREEN BUTTONWOOD	6"-20' x 20'	GOOD	REMAIN
174-176	ROBELLINI	8' OA.	GOOD	REMAIN

Tree No.	Common Name	Size (Cal. Ht. X Spr.)	Condition	Determination
177	LIVE OAK	2"-12' x 6'	GOOD	REMAIN
178	LIVE OAK	3"-10' x 10'	GOOD	REMAIN
179	LIVE OAK	10"-30'-x 25'	GOOD	REMAIN
180	YELLOW TABEBUIA	12"-20' x 20'	GOOD	REMAIN
181,182, 182A	BOTTLE BRUSH	8"-15' x 15'	GOOD	REMAIN
183	LIVE OAK	8"-20' x 20'	GOOD	REMAIN
184	BOTTLE BRUSH	10"-15' x 25'	GOOD	REMAIN
185	CARROT WOOD	1"-2" -10" (Multi)	GOOD	REMAIN
186	CARROT WOOD	1"-4" -10" (Multi)	GOOD	REMAIN
187	MAHOGANY	16"-25'-x 25'	GOOD	REMAIN
188	MAHOGANY	12"-25'-x 25'	GOOD	REMAIN
189-192	WASHINGTONIA	12"-30'-x 30'	GOOD	REMAIN
193	YELLOW TABEBUIA	12"-20' x 20'	GOOD	REMAIN
194-197	WASHINGTONIA	12"-30'-x 30'	GOOD	REMAIN
198	LIVE OAK	10"-25'-x 25'	GOOD	REMAIN
199,200	WASHINGTONIA	12"-30'-x 30'	GOOD	REMAIN
201	MAHOGANY	6"-20'-x 15' (Low Split)	GOOD	REMAIN
202	BOTTLE BRUSH	8"-15' x 20'	GOOD	REMAIN
203	LIVE OAK	16"-25'-x 35'	GOOD	REMAIN
204-207	WASHINGTONIA	12"-30'-x 30'	GOOD	REMAIN
208	UNKNOWN	8"-25'-x 20'	GOOD	REMAIN
209	SABAL PALM	10' OA.	GOOD	REMAIN
210	SABAL PALM	14' OA.'	GOOD	REMAIN
211	BOTTLE BRUSH	10"-20' x 20'	GOOD	REMAIN
212	BOTTLE BRUSH	14"-15' x 20'	FAIR	REMAIN
213-214	BOTTLE BRUSH	10"-15' x 15'	GOOD	REMAIN
215	BOTTLE BRUSH	6"-10' x 10'	POOR	REMAIN

Tree No.	Common Name	Size (Cal. Ht. X Spr.)	Condition	Determination
216	BOTTLE BRUSH	6"-12' x 15'	GOOD	REMAIN
217	BOTTLE BRUSH	6"-12' x 10'	GOOD	REMAIN
218	BOTTLE BRUSH	6"-12' x 15'	GOOD	REMAIN
219	BOTTLE BRUSH	8"-12"-10' x 10'	POOR	REMAIN
220	BOTTLE BRUSH	4"-10' x 10'	GOOD	REMAIN
221	BOTTLE BRUSH	8"-15' x 20'	GOOD	REMAIN
222-226	WASHINGTONIA	12"-30' x 30'	GOOD	REMAIN
227	LIVE OAK	8"-30' x 25'	GOOD	REMAIN
228-231	WASHINGTONIA	12"-30' x 30'	GOOD	REMAIN
232,233	BOTTLE BRUSH	6"-12' x 10'	GOOD	REMAIN
234,235	BOTTLE BRUSH	8"-12' x 12'	GOOD	REMAIN
236	BOTTLE BRUSH	6"-12' x 12'	GOOD	REMAIN
237	BOTTLE BRUSH	6"-10' x 10'	FAIR	REMAIN
238	BOTTLE BRUSH	8"-12' x 15'	GOOD	REMAIN
239	BOTTLE BRUSH	8"-10' x 12'	FAIR	REMAIN
240	BOTTLE BRUSH	4"-10' x 12'	FAIR	REMAIN
241	BOTTLE BRUSH	6"-10' x 12'	GOOD	REMAIN
242	LIVE OAK	6"-25' x 20'	GOOD	REMAIN
243	BOTTLE BRUSH	4"-10' x 8'	GOOD	REMAIN
244	BOTTLE BRUSH	12"-15' x 15'	GOOD	REMAIN
245	YELLOW TABEBUIA	12"-25'-x 25'	GOOD	REMAIN
246	LIVE OAK	10"-25'-x 25'	GOOD	REMAIN
247	BOTTLE BRUSH	8"-20' x 15'	FAIR	REMAIN
248	LIVE OAK	8"-20' x 20'	GOOD	REMAIN
249	LIVE OAK	4"-10' x 10'	POOR	REMAIN
250	LIVE OAK	12"-30' x 30'	GOOD	REMAIN
251	LIVE OAK	6"-12' x 10'	DAMAGED	REMAIN

Tree No.	Common Name	Size (Cal. Ht. X Spr.)	Condition	Determination
252	LIVE OAK	24"-30' x30'	GOOD	REMAIN
253	LIVE OAK	24"-30' x30'	GOOD	REMAIN
254	LIVE OAK	18"-30' x 30'	GOOD	REMAIN
255	LIGUSTRUM	multi -8' x 8'	GOOD	REMAIN
256	LIGUSTRUM	multi -6' x 6'	GOOD	REMAIN
257	LIGUSTRUM	multi -8' x 8'	GOOD	REMAIN
258	LIGUSTRUM	multi -8' x 8'	GOOD	REMAIN
259	LIGUSTRUM	multi -7' x 7'	POOR	REMAIN
260	LIGUSTRUM	multi -8' x 8'	FAIR	REMAIN
261	LIVE OAK	4"-12' x 8'	GOOD	REMAIN
262	LIGUSTRUM	multi -8' x 8'	FAIR	REMAIN
263-265	SABAL PALM	10"-12' x 10'	GOOD	REMAIN
266	LIGUSTRUM	multi -8' x 8'	POOR	REMAIN
267	LIGUSTRUM	multi -7' x 7'	POOR	REMAIN
268	YELLOW TABEBUIA	18"-25' x 25'	GOOD	REMAIN
269	LIVE OAK	4"-12' x 8'	FAIR	REMAIN
270	LIVE OAK	4"-12' x 8'	POOR	REMAIN
271	YELLOW TABEBUIA	12"-25 '-x25'	GOOD	REMAIN
272	LIVE OAK	6"-15'-x 20'	GOOD	REMAIN
273	LIVE OAK	5"-12' x 15'	GOOD	REMAIN
274	LIVE OAK	8"-20' x 25'	GOOD	REMAIN
275	LIVE OAK	4"-15' x 15'	GOOD	REMAIN
276	LIVE OAK	6"-20' x 20'	FAIR	REMAIN
277	LIVE OAK	10"-30'-x 25'	GOOD	REMAIN
278	WASHINTONIA	12"-30' x 30'	GOOD	REMAIN
279	BLACK OLIVE	4"- 12'X 15'	GOOD	REMAIN
280	LIVE OAK	4"-15' x12' (Split trunk)	FAIR	REMAIN

Tree No.	Common Name	Size (Cal. Ht. X Spr.)	Condition	Determination
281	LIVE OAK	4"-12' x10'	POOR	REMAIN
282,283	LIVE OAK	4"-12' x10'	FAIR	REMAIN
284,285	LIVE OAK	8"-30' x 30'	FAIR,GOOD	REMAIN
286	LIVE OAK	8"-20' x 15'	GOOD	REMAIN
287	LIVE OAK	7"-20' x 20'	GOOD	REMAIN
288	LIVE OAK	8"-20' x 25'	GOOD	REMAIN
289	LIVE OAK	6"-15' x 20'	GOOD	REMAIN
290	LIVE OAK	5"-15' x 12'	FAIR-POOR	REMAIN
291	LIVE OAK	5"-12' x 10'	FAIR-POOR	REMAIN
292	LIVE OAK	6"-15' x 20'	GOOD	REMAIN
293	LIVE OAK	6"- 15'X20'	GOOD	REMAIN
294,295	LIVE OAK	6"-20' x 20'	GOOD	REMAIN
296-298	WASHINGTONIA	12"-30' x 30'	GOOD	REMAIN
299,301	ROBELLINI	MULTI 6' OA.	GOOD	REMAIN
300	WASHINGTONIA	12"-30' x 30'	GOOD	REMAIN
302,303	WASHINGTONIA	12"-30' x 30'	GOOD	REMAIN
304,307	ROBELLINI	MULTI 6' OA.	GOOD	REMOVE
305,306	WASHINGTONIA	12"-30' x 30'	GOOD	REMAIN
309	ROBELLINI	MULTI 6' OA.	GOOD	REMOVE
310,312	WASHINGTONIA	12"-30' x 30'	GOOD	REMAIN
311,313	ROBELLINI	MULTI 6' OA.	GOOD,POOR	REMAIN
314	WASHINGTONIA	12"-30' x 30'	GOOD	REMAIN
315	GWM (?)	10"-35'-x 25'	GOOD	REMAIN
316,318	ROBELLINI	MULTI 6' OA.	GOOD	REMAIN
317,319,320	WASHINGTONIA	12"-30' x 30'	GOOD	REMAIN
321	ROBELLINI	MULTI 6' OA.	GOOD	REMOVE
322	ADONIDIA PALM	22' OA.	GOOD	REMAIN
323	ADONIDIA PALM	18' OA.	GOOD	REMAIN
324	MAHOGANY	10"-35'-x 25'	GOOD	REMAIN
325,327	WASHINGTONIA	12"-30' x 30'	GOOD	REMAIN
326,328	ROBELLINI	MULTI 6' OA.	GOOD	REMOVE
329	ROBELLINI	MULTI 6' OA.	GOOD	REMAIN
330,331	WASHINGTONIA	12"-30' x 30'	GOOD	REMAIN
332,334	ROBELLINI	MULTI 6' OA.	GOOD	REMOVE
333	WASHINGTONIA	12"-30' x 30'	GOOD	REMAIN
334	ROBELLINI	MULTI 6' OA.	GOOD	REMAIN
335,336	WASHINGTONIA	12"-30' x 30'	GOOD	REMAIN
337	ROBELLINI	MULTI 6' OA.	GOOD	REMOVE
338	WASHINGTONIA	12"-30' x 30'	GOOD	REMAIN
339	LIVE OAK	7"-25' x 25'	GOOD	REMAIN
340	ROBELLINI	MULTI 6' OA.	GOOD	REMOVE
341	WASHINGTONIA	12"-30' x 30'	GOOD	REMAIN
342	ROBELLINI	MULTI 6' OA.	GOOD	REMOVE
343	ROBELLINI	MULTI 6' OA.	GOOD	REMAIN
344	LIGUSTRUM	MULTI -6' x 6'	GOOD	REMAIN
345	LIGUSTRUM	MULTI -8' x 8'	GOOD	REMAIN
346	SABAL PALM	21' OA.	GOOD	REMAIN
347-349	SABAL PALM	16', 18', 22' OA	GOOD	REMAIN
350	LIGUSTRUM	MULTI -8' x 8'	POOR	REMAIN
351	LIGUSTRUM	MULTI -8' x 3'	FAIR	REMAIN
352-354	SABAL PALM	16' - 18' OA.	GOOD	REMAIN
355-359	SABAL PALM	14' - 18' OA.	GOOD	REMAIN
360-364	ACACIA	6"- 25' X 25'	GOOD	REMAIN
365	LIVE OAK	4"- 12' X 8'	GOOD	REMAIN
366	LIVE OAK	4"- 12' X 12'	GOOD	REMAIN
367	LIVE OAK	8"- 25' X 20'	GOOD	REMAIN
368	LIVE OAK	6"- 12' X 20'	GOOD	REMAIN
369	LIVE OAK	8"- 20' X 25'	GOOD	REMAIN
370	LIVE OAK	4"- 8' X 8'	GOOD	REMAIN
371	LIVE OAK	10"- 2' X 30'	GOOD	REMAIN
372-377	LIGUSTRUM	16'X10'	GOOD	REMAIN
378	RECLINATA	30'X15'	GOOD	REMAIN
379-389	SABAL PALM	16' - 18' OA.	GOOD	REMAIN
390	YELLOW TABUBIA	12"-20'X10'	GOOD	REMAIN
391-394	LIGUSTRUM	MULTI- 8'X3'	GOOD	REMAIN
395-397	DAHOON HOLLY	2"-12'X6'	GOOD	REMAIN
398-399	YELLOW TABUBIA	12"-20'X10'	GOOD	REMAIN
400	SABAL PALM	14' OA.	POOR	REMAIN
401	SABAL PALM	14' OA.	GOOD	REMAIN
402	LIVE OAK	8"- 20'X15'	GOOD	REMAIN
403	LIVE OAK	12"-25'X25'	GOOD	REMAIN

LEAVE BLANK - FOR CITY USE ONLY

NOTE: THESE PLANS SHOW THE PREVIOUSLY APPROVED LANDSCAPE PLANS DATED 01/08/2015 BY 'MLA GROUP, INC.'

ANY MODIFICATIONS TO THE MASTER SITE PLAN AS PART OF FUTURE DEVELOPMENT PHASES WILL INCLUDE RELATED EXISTING TREE DISPOSITION PLANS.

A RUST-FREE SOURCE FOR IRRIGATION IS REQUIRED. A STUB-OUT SHALL BE PROVIDED FOR CONNECTION TO CITY'S REUSE SYSTEM FOR IRRIGATION POINT OF CONNECTION, WHEN THE REUSE SYSTEM BECOMES AVAILABLE.

ALL LANDSCAPE AREAS SHALL BE IRRIGATED WITH 100% COVERAGE & MINIMUM 50% OVERLAP

ECG
EBRAHIMIAN CREATIVE GROUP
10708 NW 12TH MNR.,
PLANTATION, FL 33322
RKINGEBRA@ECG.LAND
PH.: 305 879 7965

PROJECT NO:		
PUBLISH DATE:		
PROJECT MGR: RKE		
REVISIONS:		
Revision ID	Transmittal Set Name	Date

INDIAN TRACE SHOPPING CENTER
MASTER PLAN

SW 160TH AVENUE
SUNRISE, FL 33326

MASTER EXISTING TREE INVENTORY LIST PLAN

SEAL: REGISTERED LANDSCAPE ARCHITECT RAMIN KING EBRAHIMIAN LICENSE NO. 6667 STATE OF FLORIDA
Ramin J. King Ebrahimian Digitally signed by Ramin J. King Ebrahimian Date: 2025.11.19 06:22:26 -05'00'

DATE: 11/19/25

SITE PLAN SHEET NO. L-5

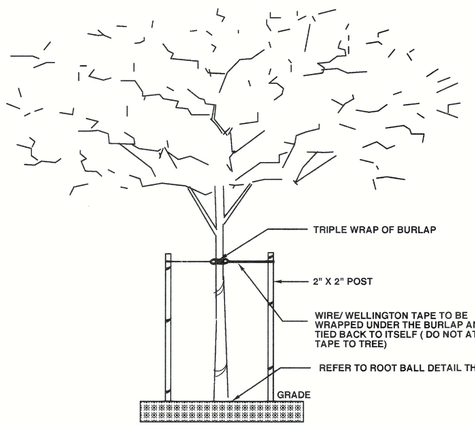
811 Know what's below. Call before you dig.

LANDSCAPE SPECIFICATIONS

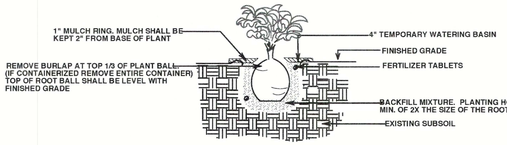
1. CONTRACTOR SHOULD MAKE HIS OWN TAKE OFF TO ELIMINATE DISCREPANCIES. IN CASE THEY OCCUR, THE PLAN WIL TAKE PRECEDENCE OVER THE PLANT LIST.
2. EXACT LOCATION OF PLANT MATERIAL MAY VARY SLIGHTLY. COORDINATE FIELD LOCATIONS WITH OTHER TRADES PRIOR TO COMMENCEMENT OF WORK
3. ALL PLANT MATERIAL FURNISHED BY THA LANDSCAPE CONTRACTOR SHALL BE "FLORIDA #1" OR BETTER AND SHALL BE INSTALLED AS SPECIFIED IN "FLORIDA DEPT. OF AGRICULTURAL GRADES AND STANDARDS". CURRENT EDITION RESPECTIVELY.
4. ALL PLANTING TO BE DONE ACCORDING TO GOOD NURSERY PRACTICE.
5. ALL PLANTING MATERIAL SHALL BE GUARANTEED 365 DAYS (I YEAR) FROM TIME OF FINAL INSPECTION & APPROVAL.
6. ALL SOD TO BE ST. AUGUSTIN FLORATAM SOLID.
7. ALL BED AREAS TO RECEIVE A 3" LAYER OF ARSENIC FREE EUCALYPTUS MULCH/ FLORIMULCH, & SHALL BE A MIN. OF 1'-0" WIDER THAN PLANTS (MEASURED FROM OUTSIDE OF FOLIAGE)
8. ALL TREES TO HAVE A 2 ½" MINIMUM TRUNK DBH, OR UNLESS OTHERWISE SHOWN ON LANDSCAPE LEGEND.
9. ALL TREES FIELD GROWN (CONTAINER TREES NOT ACCEPTABLE), UNLESS OTHERWISE SHOWN.
10. LANSCAPER TO FURNISH ALL MATERIAL AND LABOR INCLUDING, PLANTS MULCH, TOP DRESSING, SOIL PREPARATION, DECORATIVE ITEMS (IF SHOWN), INSPECTIONS, TRANSPORTATION, WARRANTY, PEMIT, ETC. NECESSARY FOR COMPLETION OF ALL LANDSCAPING REQUIRED HEREIN EXCEPT IF DESIGNATED TO BE OTHERS.
11. LANDSCAPE ARCHITECT SHALL BE NOTIFIED OF ANY CHANGES IN THE MATERIAL OR DESIGN PRIOR TO INSTALLATION OF THE SAME.
12. OWNER RESERVES THE RIGHT TO REJECT ANY OR ALL BIDS.
13. LANDSCAPER SHALL HAVE A COMPETENT SUPERINTENDENT PRESENT ON THE JOB WHO SHALL BE AUTHORIZED TO REPRESENT THE LANDSCAPER IN HIS ABSENCE.
14. PLANTS SHOULD BE TYPICAL FOR THEIR VARIETY AND SPECIES, PLANTS SHALL BE SOUND, HEALTHY VIGOROUS, FREE FROM PLANT DISEASE, INSECT OR THEIR EGGS. THEY SHALL HAVE HEALTHY NORMAL ROOTS AND SHALL NOT BE ROOT BOUND. QUALITY AND SIZE: ALL PLANT MATERIALS SHALL BE NURSERY GROWN UNLESS OTHERWISE NOTED.
15. ALL PLANT MATERIAL SHALL BE HANDLED IN A CAREFUL MANNER DURING TRANSPORTATION AND INSTALLATION.
16. PLANTS SHALL NOT BE PRUNED OR TOPPED BEFORE DELIVERY.
17. OWNER RESERVES THE RIGHT TO APPROVE ALL PLANTS MATERIALS.
18. LANDSCAPER SHALL REMOVE ALL TRASH AND DEBRIS FROM THE SITE DAILY. THE PREMISES SHALL BE KEPT NEAT AND ORDERLY AT ALL TMES WHILE WORK IS IN PROGRESS.
19. THE LANDSCAPE CONTRACTOR SHALL LAY OUT HIS WORK ACCORDING TO THE PLANS ANS SPECIFICATIONS AND WILL BE RESPONSIBLE FOR ALL MEASUREMENTS EXERCISING SPECIAL CARE IN LAYING OUT WORK TO KEEP WITHIN PROPERTY LINES AND RECOGNIZING EASEMENTS AND UTILITIES. THE LANDSCAPE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY ERRORS. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES IN LAYOUT.
20. METHODS OF PROTECTION SHALL BE MAINTAINED AT ALL TIMES, AS REQUIRED TO INSURE ALL PERSONS AND PROPERTY AGAINST INJURY, AND SHALL BE MAINTAINED UNTIL THE COMPLETION OF ALL WORK.
21. PLANT MATERIALS ABBREVIATIONS ON THE PLANT LIST: FG (FIELD GROWN); CT (INDICATES CLEAR TRUNK MEASUREMENT FROM THE TOP OF BALL TO FIRST BRANCHING OR BASE OF THE LOWESR FROND), GAL (GALLON CAN); 3 GAL (3 GALLON CAN); OA (INDICATES OVERALL HEIGHT FROM TOP OF BALL TO MID POINT OF CURRENT SEASON'S GROWTH); SPR (INDICATES SPREAD), HVY (INDICATED HEAVY), MIN (INDICATES MINIMUM).
22. SUBSTITUTION: PLANT SUBSTITUTION REQUESTS, FOR PLANT MATERIAL NOT OBTAINABLE IN THE TYPE AND SIZE SPECIFIED SHALL BE MADE PRIOR TO SUBMISSION OF BIDS. ALL SUBSTITUTION REQUESTS SHALL BE DIRECTED TO THE LANDSCAPE ARCHITECT AND THE GOVERNING MUNICIPALITY FOR CONSIDERATION AND APPROVAL IT IS THE LANDSCAPE CONTRACTORS OBLIGATION TO KNOW WHERE THEY CAN OBTAIN ALL MATERIAL AT THE TIM OF BIDDING AND AT THE TIME A CONTRACT IS EXECUTED.
23. THE CONTRACTOR'S GUARANTEE SHALL NOT APPLY IN THE EVENT OF FIRE, FLOOD, HURRICANE, WINDSTORM, OR OTHER ACTS OF NATURE OR DAMAGES TO LANDSCAPING IN PROGRESS CAUSED BY ANY PERSONS OTHER THAN THOSE PERSONS UNDER THE DOMINION AND CONTROL OF THE CONTRACTOR.
24. ALL TREES, PALMS AND OTHER PLANTS SHALL BE PLANTED WITH THE TOP OF THEIR ROOTBALLS 10% ABOVE FINAL GRADE SURROUNDING THE PLANTING AREA. ALL WIRE BASKETS, BURLAP, STRING AND ROPE MUST BE REMOVED. ALL PLANTING PITS SHALL BE A MIN. OF 2X THE ROOTBALL SIZE.
25. DELIVERY RECEIPTS FOR TOP SOIL, PLANTING SOIL & MULCH SHALL BE SUPPLIED TO THE INSPECTOR OR LANDSCAPE ARCHITECT UPON REQUEST
26. COMMERCIAL FERTILIZER: COMMERCIAL FERTILIZER SHALL BE AN ORGANIC FERTILIZER CONTAINING NITROGEN, PHOSPHORIC ACID, MINOR TRACE ELEMENTS AND POTASH IN EQUAL PERCENTAGES OF AVAILABLE PLANT FOOD WEIGHT OR "MILORGANITE" NITROGEN SHALL BE NOT LESS THAN 100% FROM ORGANIC SOURCE. FERTILIZER SHALL BE DELIVERED TO THE SITE UNOPENED IN ORIGINAL CONTAINERS, EACH BEARING THE MANUFACTURE'S GUARANTEED ANALYSIS. INITIAL FERTILIZATION OF TREES SHRUBS, GROUND COVERS, SHALL BE WITH "MILORGANITE" OR AN APPROVED COMPLETE FERTILIZER APPLY "MILORGANITE" IN A CIRCLE AROUND THE PLANT BEFORE MULCHING DO NOT TOUCH THE PLANT WITH THE FERTILIZER. WATER IN FERTILIZER AFTER MULCHING. APPLY "MILORGANITE" FERTILIZER AT THE FOLLOWING AT THE RATE:

    5 LBS OR 14.5 CUPS / PALMS
    3 LBS OR 8.70 CUPS /12'-16' MATERIAL
    2 LBS OR 5.80 CUPS / 8' -12' MATERIAL
    0.69 LBS OR 2.00 CUPS / 6'-8' MATERIAL
    0.19 LBS OR ½ CUP /3 GAL MATERIAL
    0.10 LBS OR ¼ CUP/ 1 GAL MATERIAL
    FERTILIZERS SHALL BE SLOW TIME RELEASE, UNIFORM IN COMPOSITION DRY, AND FREE FLOWING AND SHALL MEET THE FOLLOWING REQUIREMENTS:
    SIX (6) PERCENT NITROGEN, SIX (6) PERCENT PHOSPHOROUS, AND SIX (6) PERCENT POTASSIUM. FERTILIZER SHALL BE APPLIED TO ALL SHRUBS (1/3 LB PER 3 GAL. CONTAINER, ¼ LB PER 1 GAL. CONTAINER) AND GROUNDCOVER THE SOD STARTER FERTILIZER MIXTURE SHALL BE A 5-10-10 AT A RATE OF 20 LBS. PER 1000 S.F. A 14-14-14 FERTILIZER IS REQUIRED ON ALL TREES AND SHRUBS OVER 5' IN HEIGHT (1/2 LB. PER 5' OF SPREAD). AGRIFORM TABLETS WITH TWENTY (20) PERCENT NITROGEN, TEN (10) PERCENT PHOSPHOROUS, FIVE (5) PERCENT POTASSIUM IN 21 GRAM SIZES & SHALL BE APPLIED AT THE FOLLOWING RATE: 1 PER GAL. PLANT 2 PER 3 GAL. PLANTS AND 2 TABLES PER 1" OF TREE TRUNK CALIPER APPLY PALM SPECIAL FERTILIZER AS PER MANUFACTURES RECOMMENDATION.
27. SUPER ABSORBENT POLYMER: "TERRA SORB" OR APPROVED EQUAL AS PACKAGED IN 3 OZ. HANDY PAC COMPOSED OF SYNTHETIC ACRLAMIDE COLOLYMER, POTASSIUM, AND ACRYLATE. PARTICLE SIZE OF 1.0 MM TO 3.0 MM AND ABSORPTION RATE OF 300 TIMES IT'S WEIGHT IN WATER. APPLY DRY USING THE FOLLOWING AMOUNT:
    1 PAC PER TREE – 36" BALL SIZE
    2 PAC PER TREE –OVER 36" BALL SIZE
    1 PAC PER 20 GAL. CONTAINER
    0.5 PACS PER 7-10 GAL. CONTAINER
    0.25 PACS PER 3 GAL. CONTAINER
    0.12 PACS PER 1GAL. CONTAINER
28. LANDSCAPE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING UTILITIES LOCATED. CARE SHALL BE TAKEN NOT TO DISTURB ANY UNDERGROUND CONSTRUCTION AND UTILITIES. ANY DAMAGE TO THESE FACILITIES DURING THE PLANTING OPERATIONS WILL BE REPAIRED AT THE EXPENSE OF THE LANDSCAPE CONTRACTOR IN A MANNER APPROVED BY THE OWNER.
29. PLANTING SOIL: PLANTING SHALL BE COMPOSED OF 50% SAND AND 50% MUCK. ANY VARIATIONS IN THIS COMPOSITION SHALL BE APPROVED BY THE OWNER PRIOR TO USE. PLANTING SOIL SHALL BE FREE OF STONE. PLANTS, ROOTS, AND OTHER FOREIGN MATERIALS WHICH MIGHT BE HINDRANCE TO PLANTING OPERATIONS OR BE DETRIMENTAL TO GOOD PLANT GROWTH. SOIL SHALL BE DELIVERED IN A LOOSE FRIABLE CONDITION AND APPLIED IN ACCORDANCE WITH THE PLANTING SPECIFICATION
30. WATER FOR PLANTING WILL BE AVAILABLE AT THE SITE AND WILL BE PROVIDED BY THE OWNER
31. PRUNING: REMOVE DEAD AND BROKEN BRANCHES FROM ALL PLANT MATERIAL PRUNE TO RETAIN TYPICAL GROWTH HABIT OF INDIVIDUAL SPECIES, RETAINING AS MUCH HEIGHT AND SPREAD AS POSSIBLE. MAKE ALL PRUNING CUTS WITH A SHARP INSTRUMENT, FLUSH WITH THE TRUNK OR ADJACENT BRANCH, IN SUCH A MANNER AS TO ENSURE ELIMINATION OF STUBS. "HEADBACK" CUTS, RIGHT ANGLE TO LINE OF GROWTH WILL NOT BE PERMITTED AND TREES WILL NOT BE POLED, TOPPED, OR HATRACKED.
32. SITE PREPARATION: IT SHALL BE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO FINISH (FINE) GRADE ALL LANDSCAPE AREAS TO BE SODDED (PRIOR TO APPLICATION OF SOD) ELIMINATING ALL BUMPS, DEPRESSIONS, STICKES, STONES AND OTHER DEBRIS TO THE SATISFACTION OF THE OWNER
33. MAINTENANCE: MAINTENACE SHALL BEGIN IMMEDIATELY AFTER EACH PLANT IS PLANTED AND SHALL CONTINUE UNTIL ALL PLANTING HAS PASSED FINAL INSPECTION AND ACCEPTANCE. MAINTENANCE SHALL INCLUDE WATERING, WEEDING, CULTIVATING, REMOVAL OF DEAD MATERIALS, RESETTING PLANTS TO PROPER GRADES OR UPRIGHT POSITION AND RESTORATION OF THE PLANTING SAUCER AND ANY OTHER NECESSARY OPERATION. PROPER PROTECTION TO LAWN AREAS SHALL BE PROVIDED AND ANY DAMAGE RESULTING FROM PLANTING OPERATIONS, SHALL BE REPAIRED PROMPTLY. ALL TREE PALM TRIMMING SHALL BE DONE IN ACCORDANCE WITH ANSI-300 STANDARDS. ALL OWNERS OF THE LAND OR THEIR AGENTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE LANDSCAPING
34. (NOTE: SABAL PALMETTO/CABBAGE PALM SPECIES TIE BRANCHES TOGETHER WITH BIO-DEGRADABLE TWINE TO TIGHT BUNDLE AROUND BUD FOR PROTECTION.
35. MULCH. MULCH MAY BE USED WITHIN PLANTING BEDS IN CONJUNTION WITH GROUND COVER. MULCH SHALL BE RENEWED AND MAINTAINED AS REQUIRED TO MAINTAIN A THREE- INCH DEPTH AT THE TIME OF FINAL INSPECTION. MULCH AROUND TREE ROOT BALLS NOT PLANTED IN PLANTING AREA SHALL BE THREE INCHES DEEP AT THE PERIMETER OF THE ROOT BALL. SEE FIGURES 1 AND 2 AT THE END OF THE CHAPTER.
36. GRASS AREAS WITHIN THE LANDSCAPE EASEMENT NOT USED FOR TREES, SHRUBS, GROUND COVER, MULCH, OR OTHER LANDSCAPE ELEMENTS SHALL BE PLANTED WITH SOLID SOD OF ST. AUGUSTINE FLORATAM OR PLAMETTO AND SHALL BE IRRIGATED. SOD SHALL BE WEED-PEST FREE,LAID SMOOTH WITH TIGHT JOINTS AND CUT TO CONFORM TO CURBS AND PLANTERS.
37. WHERE THE LANDSCAPE EASEMENT ABUTS ON SITE VEHICULAR USE AREAS SUCH AS TRAFFIC LANES, THE LANDSCAPE EASEMENT SHALL BE SEPARATED FROM THE TRAFFIC LANES BY CONTINUOS CONCRETE CURBING WITH AN 18-INCH DEPTH BELOW GRADE. EXTRUDED CURBING INSTALLED ON TOP OF THE PAVING IS PROHIBITED.
38. EXCAVATION REQUIREMENT:

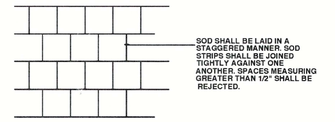
    REQUIRED: ISLANDS SHALL BE EXCAVATED TO 36 INCHES, AND FILLED WITH CLEAN FILL AND PLANTING SOIL AT LEAST TO THE TOP OF THE CURB. MANIPULATION OF THE GRADE BEHIND THE CURBING TO CREATE SMALL SCALE MOUNDING IS ENCOURAGED.
39. A LANDSCAPE PERMIT IS REQUIRED FOR ALL LANDSCAPE INSTALLATIONS INCLUDING NEW SINGLE FAMILY HOMES THAT ARE NOT PART OF A PLANNED COMMUNITY. NO TREES OR OTHER PLANT MATERIAL MAY BE PLANTED IN PUBLIC RIGHTS-OF-WAY (SWALE AREAS) WITHOUT PERMIT FROM THE CITY. NO SHRUB SPECIES WITH A MATURE HEIGHT THAT WILL BLOCK THE CLEAR SIGHT ZONE FROM 30 INCHES IN HEIGHT TO SIX FEET IN EIGHT WILL BE APPROVED IN SWALE AREAS.
40. TOPSOIL SHALL BE CLEAN AND FREE OF CONSTRUTION DEBRIS, WEEDS, ROCKS, NOXIOUS PESTS AND DISEASES, AND EXHIBIT A PH OF 6.5 TO 7.0. THE TOPSOIL FOR PLANTING AREAS SHALL BE AMENDED WITH HORTICULTURALLY ACCEPTABLE ORGANIC ATERIAL. ALL SOIL USED SHALL BE SUITABLE FOR THE INTENDED PLANT MATERIAL. THE SOURCE OF THE TOPSOIL SHALL BE KNOWN TO THE APPLICANT AND SHALL BE ACCEPTABLE TO THE CITY
    - MINIMUM SOIL DEPTH:
      REQUIRED: THE MINIMUM PLANTING SOIL DEPTH SHALL BE SIX INCHES FOR GROUND COVERS, FLOWERS, SHRUBS AND HEDGES.
    - ROOTBALL SOIL:
      REQUIRED: TREES SHALL RECEIVE 12 INCHES OF PLANTING SOIL AROUND THE ROOT BALL.
    - NATIVE SOIL:
      REQUIRED: NATIVE TOPSOIL ON THE SITE SHALL BE RETAINED ON-SITE AND USED WHEN THERE IS SUFFICIENT QUANTITY TO COVER AT LEAST SOME OF THE ON-SITE LANDSCAPED AREAS.
    - ARID PLANMS:
      REQUIRED: CLEAN SAND SHALL BE USED TO BACKFILL ARID CLIMATE PALMS.
41. USE OF ORGANIC MULCHES:
    A THEE-INCH MINIMUM THICKNESS OF APPROVED ORGANIC ARSENIC FREE MULCH MATERIAL AT THE TIME OF FINAL INSPECTION, SHALL BE INSTALLED IN ALL LANDSCAPE AREAS NOT COVERED BY BUILDING, PAVEMENT, SOD, DECORATIVE STONES, PRESERVED AREAS AND ANNUAL FLOWER BEDS. EACH TREE SHALL HAVE A RING OF ORGANIC MULCH AT THE PERIMETER OF THE ROOT BALL.
42. ALL SHADE TREES INSTALLED WITHIN SIX FEET OF PUBLIC INFRASTRUCTURE SHALL UTILIZE A ROOT BARRIER SYSTEM AS APPROVED BY THE CITY.
43. THE ERADICATION OF NUISANCE VEGETATION (EXOTICS) EXISTING ON SITE REQUIRED ON ALL SITES, INCLUDING ABUTTING RIGHTS-OF WAY, PRIOR TO THE ISSUANCE OF CERTIFICATE OF OCCUPANCY PRIVATELY OWNED NATURAL AREAS SHALL BE INCLUDED IN THIS REQUIREMENT. FICUS BENJAMINA AND FICUS NITIDA MAY BE USED FOR HEDGE MAUERIAL WITH A FIVE-FOOT SEPARATION FROM WATER LINES. FICUS HEDGES MAY NOT BE PLANTED IN UTILITY EASEMENTS
44. HEDGES: WHERE REQUIRED SHALL BE PLANTED SO AS TO BE TIP TO TIP WITHIN SIX MONTH S OF PLANTING AND MAINTAINED SO AS TO FORM A CONTINUOS VIMIAL SCREEN. SHRUBS USED AS HEDGES SHALL BE FLORIDA DEPARTMENT OF AGRICULTURE GRADE No 1 OR BETTER WITH A MINIMUM HEIGHT OF 24 INCHES AND MINIMUM SPREAD OF 24 INCHES, WHEN MEASURED IMMEDIATELY AFTER PLANTING AND SHALL BE MINIMUM OF THREE FEET IN HEIGHT WITHIN TWO YEARS FROM THE DATE OF PLATING HEDGES SHALL BE PLANTED WITH BRANCHES TOUCHING, WITHIN SIX MONTHS OF PLANTING SO AS TO CREATE A SOLID SCREEN WITH NO VISUAL SPACES BETWEEN PLANTS AT THIS TIME, PLANTS SPACING MAY BE ADJUSTED ACCORDING TO PLAT SIZES SO LONG A THE PRECEDING IS ACHIEVED
45. ALL ABOVE GROUND ELEMENTS INCLUDING BUT NOT LIMITED TO DUMPSTERS, FENCES, WALLS, A/C UNITS, IRRIGATION PUMPS, TRANSFORMERS AND GENERATORS SHALL BE SCREENED WITH LANDSCAPE MATERIAL TO THE HEIGHT OF THE ELEMENT.
46. ALL LANDSCAPE AREAS MUST RECEIVE 100% COVERAGE WITH 50% OVERLAP WITH RUST FREE WATER AND A RAIN SENSOR. CONCTRACTOR SHALL ENSURE THERE IS NO OVERSPRAY ONTO IMPERVIOUS AREAS



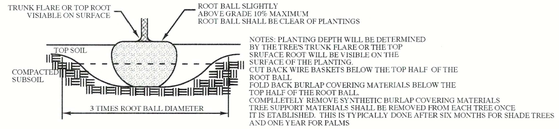
TREE PLANTING DETAIL
NOT TO SCALE



SHRUB PLANTING DETAIL
NOT TO SCALE



SOD PLANTING DETAIL
NOT TO SCALE



ROOT BALL DETAIL
NOT TO SCALE

NOTES:

1. PERIMETER HEDGES SHALL BE 30" HT. AND 24" O.C.
2. NO SHRUBS SHALL BE PLANTED WITHIN A SIGHT TRIANGLES AS INDICATED ON PLAN EXCEEDING THE HEIGHT OF 18".
3. CONTRACTOR SHALL NOT OBSTRUCT THE VIEW OF ANY VEHICULAR SIGNAGE WITH THE LOCATION OF PROPOSED TREES. NO TREES SHALL BE PLANTED OVER EXISTING OR PROPOSED UTILITY MAINS. IF CONFLICTS OCCUR THE MATERIAL SHALL BE ADJUSTED ACCORDINGLY.
4. ALL SHRUBS ADJACENT TO PAVEMENT SHALL BE PLANTED 24" FROM EDGE OF PAVEMENT. ALL GROUNDCOVERS ADJACENT TO PAVMENT SHALL BE PLANTED 18" FROM EDGE OF PAVEMENT.
5. CONTRACTOR SHALL MAINTAIN A MIN. OF 4' SEPERATION BETWEEN PLANTED TREES AND UNDERGROUND UTILITIES. REFER TO CIVIL PLANS TO VERIFY ALL LINE LOCATIONS.

CITY OF SUNRISE NOTES

NOTE:
THE CITY OF SUNRISE REQUIRES A LANDSCAPE PRE-CONSTRUCTION CONFERENCE A MINIMUM OF TWO MONTHS BEFORE FINAL LANDSCAPE INSPECTION. THE CITY OF SUNRISE WILL REJECT ALL PLANT MATERIAL WHICH IS NOT FLORIDA NO. 1 AND ALL FIELD GROWN TREES WHICH DO NOT HAVE NEW ROOTS GROWING THROUGH THE BURLAP.
ALL SPECIES SUBSTITUTIONS OR REVISIONS TO THESE PLANS WILL BE CAUSE FOR REJECTION UNLESS APPROVED BY THE CITY OF SUNRISE IN ADVANCE OF PLANTING.
WHERE DISCREPANCIES EXIST, THE CITY OF SUNRISE LAND DEVELOPMENT CODE SECTION 16-161 THROUGH 16-174 SHALL GOVERN.

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ANY MODIFICATIONS TO THE MASTER SITE PLAN AS PART OF FUTURE DEVELOPMENT PHASES WILL INCLUDE RELATED EXISTING TREE DISPOSITION PLANS.

A RUST-FREE SOURCE FOR IRRIGATION IS REQUIRED. A STUB-OUT SHALL BE PROVIDED FOR CONNECTION TO CITY'S REUSE SYSTEM FOR IRRIGATION POINT OF CONNECTION. WHEN THE REUSE SYSTEM BECOMES AVAILABLE.

NOTE: THESE PLANS SHOW THE PREVIOUSLY APPROVED LANDSCAPE PLANS DATED 01/08/2015 BY 'MLA GROUP, INC.'

ALL LANDSCAPE AREAS SHALL BE IRRIGATED WITH 100% COVERAGE & MINIMUM 50% OVERLAP

ECG
EBRAHIMIAN CREATIVE GROUP
10708 NW 12TH MNR.,
PLANTATION, FL 33322
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PH.: 305 879 7965

PROJECT NO:		
PUBLISH DATE:		
PROJECT MGR: RKE		
REVISIONS:		
Revision ID	Transmittal Set Name	Date

INDIAN TRACE SHOPPING CENTER MASTER PLAN

SW 160TH AVENUE
SUNRISE, FL 33326

MASTER LANDSCAPE DETAILS & SPECIFICATIONS

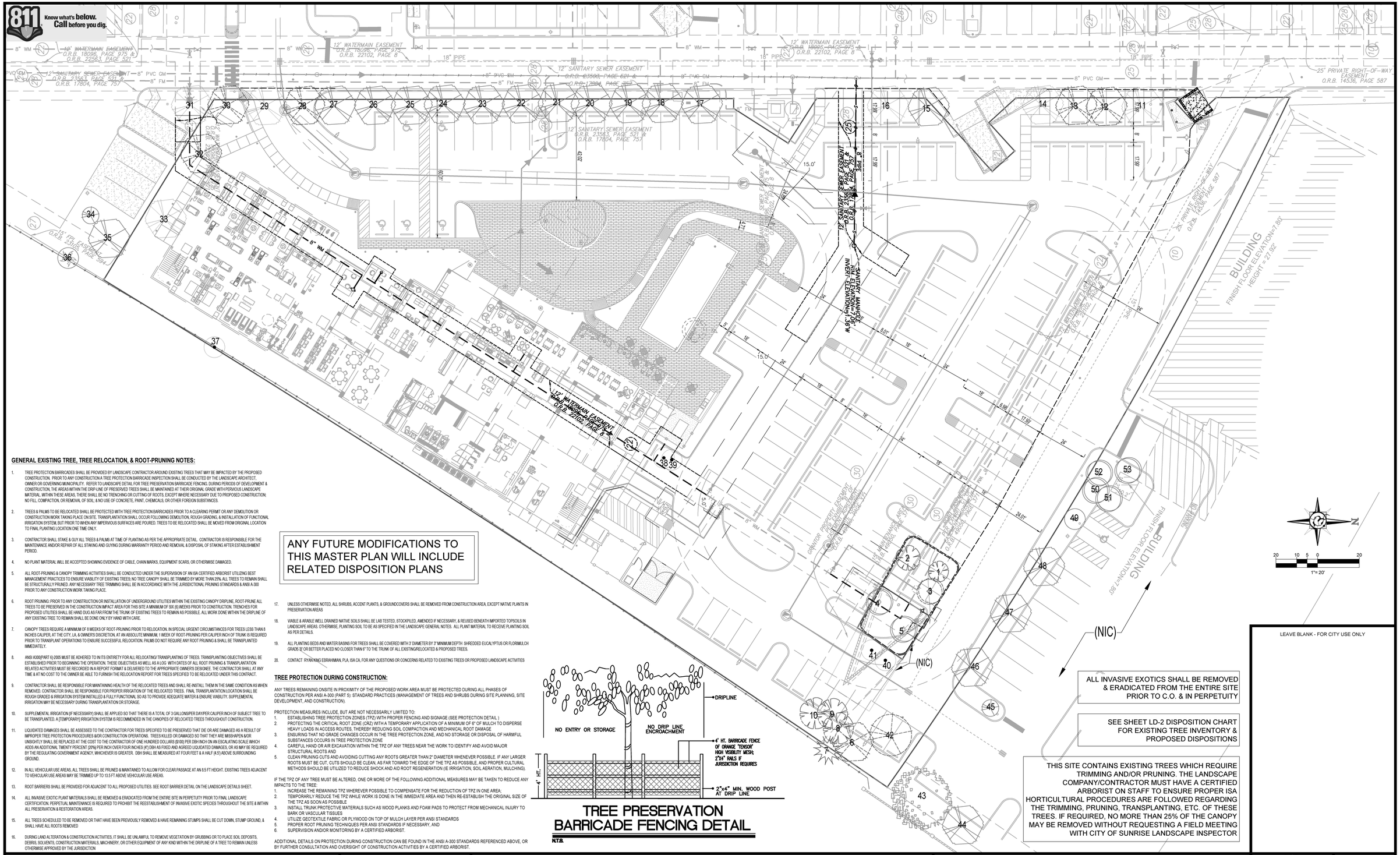
SEAL: REGISTERED LANDSCAPE ARCHITECT RAN KING EBRAHIMIAN LICENSE NO. 0001025 STATE OF FLORIDA

Ran King Ebrahimian

DATE: 11/19/25

SITE PLAN SHEET NO. L-6

811 Know what's below. Call before you dig.



GENERAL EXISTING TREE, TREE RELOCATION, & ROOT-PRUNING NOTES:

1. TREE PROTECTION BARRICADES SHALL BE PROVIDED BY LANDSCAPE CONTRACTOR AROUND EXISTING TREES THAT MAY BE IMPACTED BY THE PROPOSED CONSTRUCTION. PRIOR TO ANY CONSTRUCTION A TREE PROTECTION BARRICADE INSPECTION SHALL BE CONDUCTED BY THE LANDSCAPE ARCHITECT, OWNER OR GOVERNING MUNICIPALITY. REFER TO LANDSCAPE DETAIL FOR TREE PRESERVATION BARRICADE FENCING. DURING PERIODS OF DEVELOPMENT & CONSTRUCTION, THE AREAS WITHIN THE DRIP LINE OF PRESERVED TREES SHALL BE MAINTAINED AT THEIR ORIGINAL GRADE WITH PERVIOUS LANDSCAPE MATERIAL. WITHIN THESE AREAS, THERE SHALL BE NO TRENCHING OR CUTTING OF ROOTS, EXCEPT WHERE NECESSARY DUE TO PROPOSED CONSTRUCTION. NO FILL, COMPACTION, OR REMOVAL OF SOIL; & NO USE OF CONCRETE, PAINT, CHEMICALS, OR OTHER FOREIGN SUBSTANCES.
2. TREES & PALMS TO BE RELOCATED SHALL BE PROTECTED WITH TREE PROTECTION BARRICADES PRIOR TO A CLEARING PERMIT OR ANY DEMOLITION OR CONSTRUCTION WORK TAKING PLACE ON SITE. TRANSPLANTATION SHALL OCCUR FOLLOWING DEMOLITION, ROUGH GRADING, & INSTALLATION OF FUNCTIONAL IRRIGATION SYSTEM, BUT PRIOR TO WHEN ANY IMPERVIOUS SURFACES ARE POURED. TREES TO BE RELOCATED SHALL BE MOVED FROM ORIGINAL LOCATION TO FINAL PLANTING LOCATION ONE TIME ONLY.
3. CONTRACTOR SHALL STAKE & GUY ALL TREES & PALMS AT TIME OF PLANTING AS PER THE APPROPRIATE DETAIL. CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE AND/OR REPAIR OF ALL STAKING AND GUYING DURING WARRANTY PERIOD AND REMOVAL & DISPOSAL OF STAKING AFTER ESTABLISHMENT PERIOD.
4. NO PLANT MATERIAL WILL BE ACCEPTED SHOWING EVIDENCE OF CABLE, CHAIN MARKS, EQUIPMENT SCARS, OR OTHERWISE DAMAGED.
5. ALL ROOT-PRUNING & CANOPY TRIMMING ACTIVITIES SHALL BE CONDUCTED UNDER THE SUPERVISION OF AN ISA CERTIFIED ARBORIST UTILIZING BEST MANAGEMENT PRACTICES TO ENSURE VIABILITY OF EXISTING TREES. NO TREE CANOPY SHALL BE TRIMMED BY MORE THAN 25%. ALL TREES TO REMAIN SHALL BE STRUCTURALLY PRUNED. ANY NECESSARY TREE TRIMMING SHALL BE IN ACCORDANCE WITH THE JURISDICTIONAL PRUNING STANDARDS & ANSI A-300 PRIOR TO ANY CONSTRUCTION WORK TAKING PLACE.
6. ROOT PRUNING: PRIOR TO ANY CONSTRUCTION OR INSTALLATION OF UNDERGROUND UTILITIES WITHIN THE EXISTING CANOPY DRIPLINE, ROOT-PRUNE ALL TREES TO BE PRESERVED IN THE CONSTRUCTION IMPACT AREA FOR THIS SITE A MINIMUM OF SIX (6) WEEKS PRIOR TO CONSTRUCTION. TRENCHES FOR PROPOSED UTILITIES SHALL BE HAND DUG AS FAR FROM THE TRUNK OF EXISTING TREES TO REMAIN AS POSSIBLE. ALL WORK DONE WITHIN THE DRIPLINE OF ANY EXISTING TREE TO REMAIN SHALL BE DONE ONLY BY HAND WITH CARE.
7. CANOPY TREES REQUIRE A MINIMUM OF 6 WEEKS OF ROOT-PRUNING PRIOR TO RELOCATION. IN SPECIAL URGENT CIRCUMSTANCES FOR TREES LESS THAN 8 INCHES CALIPER, AT THE CITY, LA, & OWNER'S DISCRETION, AT AN ABSOLUTE MINIMUM, 1 WEEK OF ROOT-PRUNING PER CALIPER INCH OF TRUNK IS REQUIRED PRIOR TO TRANSPLANT OPERATIONS TO ENSURE SUCCESSFUL RELOCATION. PALMS DO NOT REQUIRE ANY ROOT PRUNING & SHALL BE TRANSPLANTED IMMEDIATELY.
8. ANSI A300(PART 6)-2005 MUST BE ADHERED TO IN ITS ENTIRETY FOR ALL RELOCATING/ TRANSPLANTING OF TREES. TRANSPLANTING OBJECTIVES SHALL BE ESTABLISHED PRIOR TO BEGINNING THE OPERATION. THESE OBJECTIVES AS WELL AS A LOG WITH DATES OF ALL ROOT PRUNING & TRANSPLANTATION RELATED ACTIVITIES MUST BE RECORDED IN A REPORT FORMAT & DELIVERED TO THE APPROPRIATE OWNERS DESIGNEE. THE CONTRACTOR SHALL AT ANY TIME & AT NO COST TO THE OWNER BE ABLE TO FURNISH THE RELOCATION REPORT FOR TREES SPECIFIED TO BE RELOCATED UNDER THIS CONTRACT.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING HEALTH OF THE RELOCATED TREES AND SHALL RE-INSTALL THEM IN THE SAME CONDITION AS WHEN REMOVED. CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER IRRIGATION OF THE RELOCATED TREES. FINAL TRANSPLANTATION LOCATION SHALL BE ROUGH GRADED & IRRIGATION SYSTEM INSTALLED & FULLY FUNCTIONAL SO AS TO PROVIDE ADEQUATE WATER & ENSURE VIABILITY. SUPPLEMENTAL IRRIGATION MAY BE NECESSARY DURING TRANSPLANTATION OR STORAGE.
10. SUPPLEMENTAL IRRIGATION (IF NECESSARY) SHALL BE APPLIED SO THAT THERE IS A TOTAL OF 3 GALLONS/PER DAY/PER CALIPER INCH OF SUBJECT TREE TO BE TRANSPLANTED. A (TEMPORARY) IRRIGATION SYSTEM IS RECOMMENDED IN THE CANOPIES OF RELOCATED TREES THROUGHOUT CONSTRUCTION.
11. LIQUIDATED DAMAGES SHALL BE ASSESSED TO THE CONTRACTOR FOR TREES SPECIFIED TO BE PRESERVED THAT DIE OR ARE DAMAGED AS A RESULT OF IMPROPER TREE PROTECTION PROCEDURES &/OR CONSTRUCTION OPERATIONS. TREES KILLED OR DAMAGED SO THAT THEY ARE MISSHAPEN &/OR UNSIGHTLY SHALL BE REPLACED AT THE COST TO THE CONTRACTOR OF ONE HUNDRED DOLLARS ($100) PER DBH INCH OR PALM IN ESCALATING SCALE WHICH ADDS AN ADDITIONAL TWENTY PERCENT (20%) PER INCH OVER FOUR INCHES (4") DBH AS FIXED AND AGREED LIQUIDATED DAMAGES, OR AS MAY BE REQUIRED BY THE REGULATING GOVERNMENT AGENCY, WHICHEVER IS GREATER. DBH SHALL BE MEASURED AT FOUR FEET & A HALF (4.5) ABOVE SURROUNDING GROUND.
12. IN ALL VEHICULAR USE AREAS, ALL TREES SHALL BE PRUNED & MAINTAINED TO ALLOW FOR CLEAR PASSAGE AT AN 8.5 FT HEIGHT. EXISTING TREES ADJACENT TO VEHICULAR USE AREAS MAY BE TRIMMED UP TO 13.5 FT ABOVE VEHICULAR USE AREAS.
13. ROOT BARRIERS SHALL BE PROVIDED FOR ADJACENT TO ALL PROPOSED UTILITIES. SEE ROOT BARRIER DETAIL ON THE LANDSCAPE DETAILS SHEET.
14. ALL INVASIVE EXOTIC PLANT MATERIALS SHALL BE REMOVED & ERADICATED FROM THE ENTIRE SITE IN PERPETUITY PRIOR TO FINAL LANDSCAPE CERTIFICATION. PERPETUAL MAINTENANCE IS REQUIRED TO PROHIBIT THE REESTABLISHMENT OF INVASIVE EXOTIC SPECIES THROUGHOUT THE SITE & WITHIN ALL PRESERVATION & RESTORATION AREAS.
15. ALL TREES SCHEDULED TO BE REMOVED OR THAT HAVE BEEN PREVIOUSLY REMOVED & HAVE REMAINING STUMPS SHALL BE CUT DOWN, STUMP GROUND, & SHALL HAVE ALL ROOTS REMOVED
16. DURING LAND ALTERATION & CONSTRUCTION ACTIVITIES, IT SHALL BE UNLAWFUL TO REMOVE VEGETATION BY GRUBBING OR TO PLACE SOIL DEPOSITS, DEBRIS, SOLVENTS, CONSTRUCTION MATERIALS, MACHINERY, OR OTHER EQUIPMENT OF ANY KIND WITHIN THE DRIPLINE OF A TREE TO REMAIN UNLESS OTHERWISE APPROVED BY THE JURISDICTION

ANY FUTURE MODIFICATIONS TO THIS MASTER PLAN WILL INCLUDE RELATED DISPOSITION PLANS

17. UNLESS OTHERWISE NOTED, ALL SHRUBS, ACCENT PLANTS, & GROUNDCOVERS SHALL BE REMOVED FROM CONSTRUCTION AREA, EXCEPT NATIVE PLANTS IN PRESERVATION AREAS
18. VIABLE & ARABLE WELL DRAINED NATIVE SOILS SHALL BE LAB TESTED, STOCKPILED, AMENDED IF NECESSARY, & REUSED BENEATH IMPORTED TOPSOILS IN LANDSCAPE AREAS. OTHERWISE, PLANTING SOIL TO BE AS SPECIFIED IN THE LANDSCAPE GENERAL NOTES. ALL PLANT MATERIAL TO RECEIVE PLANTING SOIL AS PER DETAILS.
19. ALL PLANTING BEDS AND WATER BASINS FOR TREES SHALL BE COVERED WITH 3" DIAMETER BY 3" MINIMUM DEPTH SHREDDED EUCALYPTUS OR FLORIMULCH GRADE 'E' OR BETTER PLACED NO CLOSER THAN 6" TO THE TRUNK OF ALL EXISTING/RELOCATED & PROPOSED TREES.
20. CONTACT RYAN KING EBRAHIMIAN, PLA, ISA CA, FOR ANY QUESTIONS OR CONCERNS RELATED TO EXISTING TREES OR PROPOSED LANDSCAPE ACTIVITIES

TREE PROTECTION DURING CONSTRUCTION:

ANY TREES REMAINING ONSITE IN PROXIMITY OF THE PROPOSED WORK AREA MUST BE PROTECTED DURING ALL PHASES OF CONSTRUCTION PER ANSI A-300 (PART 5): STANDARD PRACTICES (MANAGEMENT OF TREES AND SHRUBS DURING SITE PLANNING, SITE DEVELOPMENT, AND CONSTRUCTION).

PROTECTION MEASURES INCLUDE, BUT ARE NOT NECESSARILY LIMITED TO:
1. ESTABLISHING TREE PROTECTION ZONES (TPZ) WITH PROPER FENCING AND SIGNAGE (SEE PROTECTION DETAIL)
2. PROTECTING THE CRITICAL ROOT ZONE (CRZ) WITH A TEMPORARY APPLICATION OF A MINIMUM OF 6" OF MULCH TO DISPERSE HEAVY LOADS IN ACCESS ROUTES, THEREBY REDUCING SOIL COMPACTION AND MECHANICAL ROOT DAMAGE
3. ENSURING THAT NO GRADE CHANGES OCCUR IN THE TREE PROTECTION ZONE, AND NO STORAGE OR DISPOSAL OF HARMFUL SUBSTANCES OCCURS IN TREE PROTECTION ZONE
4. CAREFUL HAND OR AIR EXCAVATION WITHIN THE TPZ OF ANY TREES NEAR THE WORK TO IDENTIFY AND AVOID MAJOR STRUCTURAL ROOTS AND
5. CLEAN PRUNING CUTS AND AVOIDING CUTTING ANY ROOTS GREATER THAN 2" DIAMETER WHENEVER POSSIBLE. IF ANY LARGER ROOTS MUST BE CUT, CUTS SHOULD BE CLEAN, AS FAR TOWARD THE EDGE OF THE TPZ AS POSSIBLE, AND PROPER CULTURAL METHODS SHOULD BE UTILIZED TO REDUCE SHOCK AND AID ROOT REGENERATION (IE IRRIGATION, SOIL AERATION, MULCHING).

IF THE TPZ OF ANY TREE MUST BE ALTERED, ONE OR MORE OF THE FOLLOWING ADDITIONAL MEASURES MAY BE TAKEN TO REDUCE ANY IMPACTS TO THE TREE:
1. INCREASE THE REMAINING TPZ WHEREVER POSSIBLE TO COMPENSATE FOR THE REDUCTION OF TPZ IN ONE AREA
2. TEMPORARILY REDUCE THE TPZ WHILE WORK IS DONE IN THE IMMEDIATE AREA AND THEN RE-ESTABLISH THE ORIGINAL SIZE OF THE TPZ AS SOON AS POSSIBLE
3. INSTALL TRUNK PROTECTIVE MATERIALS SUCH AS WOOD PLANKS AND FOAM PADS TO PROTECT FROM MECHANICAL INJURY TO BARK OR VASCULAR TISSUES
4. UTILIZE GEOTEXTILE FABRIC OR PLYWOOD ON TOP OF MULCH LAYER PER ANSI STANDARDS
5. PROPER ROOT PRUNING TECHNIQUES PER ANSI STANDARDS IF NECESSARY, AND
6. SUPERVISION AND/OR MONITORING BY A CERTIFIED ARBORIST.

ADDITIONAL DETAILS ON PROTECTION DURING CONSTRUCTION CAN BE FOUND IN THE ANSI A-300 STANDARDS REFERENCED ABOVE, OR BY FURTHER CONSULTATION AND/OR OVERSIGHT OF CONSTRUCTION ACTIVITIES BY A CERTIFIED ARBORIST.

TREE PRESERVATION BARRICADE FENCING DETAIL

N.T.S.

ALL INVASIVE EXOTICS SHALL BE REMOVED & ERADICATED FROM THE ENTIRE SITE PRIOR TO C.O. & IN PERPETUITY

SEE SHEET LD-2 DISPOSITION CHART FOR EXISTING TREE INVENTORY & PROPOSED DISPOSITION

THIS SITE CONTAINS EXISTING TREES WHICH REQUIRE TRIMMING AND/OR PRUNING. THE LANDSCAPE COMPANY/CONTRACTOR MUST HAVE A CERTIFIED ARBORIST ON STAFF TO ENSURE PROPER ISA HORTICULTURAL PROCEDURES ARE FOLLOWED REGARDING THE TRIMMING, PRUNING, TRANSPLANTING, ETC. OF THESE TREES. IF REQUIRED, NO MORE THAN 25% OF THE CANOPY MAY BE REMOVED WITHOUT REQUESTING A FIELD MEETING WITH CITY OF SUNRISE LANDSCAPE INSPECTOR

LEAVE BLANK - FOR CITY USE ONLY

ECG
EBRAHIMIAN CREATIVE GROUP
10708 NW 12TH MNR.,
PLANTATION, FL 33322
RKINGEBRA@ECG.LAND
PH.: 305 879 7965

PROJECT NO:	
PUBLISH DATE:	
PROJECT MGR:	RKE
REVISIONS:	

Revision ID	Transmittal Set Name	Date

INDIAN TRACE SHOPPING CENTER MASTER PLAN

SW 160TH AVENUE
SUNRISE, FL 33326

EXISTING TREE DISPOSITION PLAN PARCEL 1

SEAL: REGISTERED LANDSCAPE ARCHITECT RYAN J. KING EBRAHIMIAN LA6667224 STATE OF FLORIDA
Ryan J. King Ebrahimian
Digitally signed by Ryan J. King Ebrahimian
Date: 2025.11.19 10:06:49 -04'00'

DATE: 11/19/25

SITE PLAN SHEET NO. LD-1

811 Know what's below. Call before you dig.

EXISTING TREE DISPOSITION CHART

HYATT PARK & HYATT HOUSE - SUNRISE, FL

TREE NO.	COMMON NAME	BOTANICAL NAME	DBH	HT	SPRD	TPZ/CPZ RADIUS (FT)	CANOPY (SF)	CONDITION	DISPOSITION	*SPECIMEN COMMENTS
1	Royal Palm	Roystonia elata	18	35	10	5	78.50	40%	remove	Bottleneck, stunted canopy
2	Royal Palm	Roystonia elata	13	35	12	5	113.04	50%	remove	Bottleneck
3	Queen Palm	Syagrus romanzoffiana	12	25	12	5	113.04	30%	remove	Stressed, reduced vigor
4	Queen Palm	Syagrus romanzoffiana	10	20	12	5	113.04	30%	REMAIN	Stressed, reduced vigor
5	Queen Palm	Syagrus romanzoffiana	10	20	12	5	113.04	30%	REMAIN	Stressed, reduced vigor
6	Live Oak	Quercus virginiana	8	18	15	4	176.63	30%	remove	Multipe leaders, included bark, abnormal bark texture
7	Bischofia javanica	Bishopwood	12	16	14	6	153.86	10%	remove	Nuisance Tree; Mult-trunk, embedded in chain link
8	Royal Palm	Roystonia elata	14	40	15	5	176.63	50%	remove	Poor taper
9	Royal Palm	Roystonia elata	18	40	15	5	176.63	50%	remove	Poor taper
10	Royal Palm	Roystonia elata	20	40	15	5	176.63	50%	remove	Poor taper
11	Live Oak	Quercus virginiana	8	16	18	4	254.34	70%	Relocate	
12	Live Oak	Quercus virginiana	7	18	14	4	153.86	50%	remove	Codominant, included bark
13	Live Oak	Quercus virginiana	8	16	16	4	200.96	40%	remove	Multiple leaders, included bark, weak branch attachment
14	Live Oak	Quercus virginiana	8	16	16	4	200.96	60%	Relocate	Weak branch attachment
15	Live Oak	Quercus virginiana	10	16	18	5	254.34	40%	REMAIN	Multipe leaders, included bark, weak branch attachment
16	Live Oak	Quercus virginiana	9	16	18	5	254.34	50%	Relocate	Codominant
17	Live Oak	Quercus virginiana	8	16	16	4	200.96	50%	REMAIN	Codominant, included bark
18	Live Oak	Quercus virginiana	8	16	16	4	200.96	50%	REMAIN	Codominant
19	Live Oak	Quercus virginiana	8	16	16	4	200.96	70%	REMAIN	
20	Live Oak	Quercus virginiana	7	16	16	4	200.96	70%	REMAIN	
21	Live Oak	Quercus virginiana	8	16	16	4	200.96	50%	REMAIN	Codominant, weak branch attachment
22	Live Oak	Quercus virginiana	7	16	16	4	200.96	40%	REMAIN	Codominant, included bark, weak branch attachment
23	Live Oak	Quercus virginiana	8	16	16	4	200.96	70%	REMAIN	
24	Live Oak	Quercus virginiana	8	16	16	4	200.96	50%	REMAIN	Codominant
25	Live Oak	Quercus virginiana	8	16	16	4	200.96	70%	REMAIN	
26	Live Oak	Quercus virginiana	8	16	16	4	200.96	70%	REMAIN	
27	Live Oak	Quercus virginiana	7	16	16	4	200.96	50%	REMAIN	Codominant
28	Live Oak	Quercus virginiana	7	16	16	4	200.96	50%	remove	Codominant
29	Live Oak	Quercus virginiana	8	16	18	4	254.34	70%	Relocate	
30	Live Oak	Quercus virginiana	7	16	16	4	200.96	40%	remove	Multipe leaders, included bark, weak branch attachment
31	Live Oak	Quercus virginiana	9	16	18	5	254.34	70%	Relocate	
32	Live Oak	Quercus virginiana	8	20	20	4	314.00	40%	remove	Multipe leaders, included bark, weak branch attachment
33	Live Oak	Quercus virginiana	10	20	24	5	452.16	50%	Relocate	Codominant
34	Silver Trumpet	Tabebuia argentea	15	18	20	8	314.00	20%	REMAIN	Cracks in trunk, flush cuts, decay in trunk, weak attachments, leaning
35	Live Oak	Quercus virginiana	16	25	30	8	706.50	50%	REMAIN	Codominant, weak branch attachment
36	Sabal Palmetto	Cabbage Palm	13	18	12	5	113.04	60%	REMAIN	
37	Sabal Palmetto	Cabbage Palm	12	15	12	5	113.04	50%	Relocate	
38	Sabal Palmetto	Cabbage Palm	18	7	10	5	78.50	60%	Relocate	
39	Sabal Palmetto	Cabbage Palm	18	10	10	5	78.50	60%	Relocate	
40	Sabal Palmetto	Cabbage Palm	10	20	12	5	113.04	70%	Relocate	
41	Sabal Palmetto	Cabbage Palm	14	8	12	5	113.04	70%	Relocate	
42	Royal Poinciana	Delonix regia	12	18	20	6	314.00	30%	remove	Stressed, trunk damage, codominant, Reduced vigor
43	Weeping Fig	Ficus benjamina	23	25	35	12	961.63	30%	REMAIN	OFFSITE; Rootbound at asphalt to the north, whitefly infestation, reduced vigor; NOT PROTECTED IN CITY
44	Live Oak	Quercus virginiana	9	20	18	5	254.34	50%	REMAIN	OFFSITE; Codominant, flush cuts
45	Crape Myrtle	Lagerstroemia indica	11	16	16	6	200.96	50%	REMAIN	OFFSITE; Codominant
46	Live Oak	Quercus virginiana	7	14	10	4	78.50	10%	REMAIN	OFFSITE; Tapered trunk, stress sprouts at base, Stressed crown, reduced vigor
47	Live Oak	Quercus virginiana	14	30	35	7	961.63	50%	REMAIN	OFFSITE; Codominant, lion-tailed
48	Live Oak	Quercus virginiana	15	25	35	8	961.63	50%	REMAIN	OFFSITE; Codominant, lion-tailed
49	Queen Palm	Syagrus romanzoffiana	8	18	10	5	78.50	50%	REMAIN	OFFSITE
50	Queen Palm	Syagrus romanzoffiana	11	18	6	5	28.26	10%	REMAIN	OFFSITE; Tapered trunk, reduced vigor
51	Queen Palm	Syagrus romanzoffiana	7	18	8	5	50.24	30%	REMAIN	OFFSITE; Tapered trunk
52	Queen Palm	Syagrus romanzoffiana	10	20	10	5	78.50	40%	REMAIN	OFFSITE; Tapered trunk
53	Alexander Palm	Ptychosperma elegans	9	20	10	5	78.50	20%	REMAIN	OFFSITE; Triple, one dead, stunted canopy growth

NOTE: EXISTING TREE INVENTORY PER ARBORIST SITE VISIT & INSPECTION ON 11/14/2024

SEC. 16-172 REPLACEMENT REQUIREMENTS FOR TREE REMOVAL CALCULATIONS

2,395.82	Total sf of Tree & Palm Canopy Removed		2,166.60	Total sf of Tree & Palm Canopy Relocated *(To be replaced at 50%)*
1	Nuisance Trees Removed (To be Replace @1:1)	In Addition to	3,479.12	Total Replacement Canopy Required for Canopy Removed & Relocated

NOTE: TREES LESS THAN 3" DBH ARE NOT CONSIDERED TREES FOR THE PURPOSES OF REPLACEMENT PER SEC. 172.(b).16 & ARE NOT INCLUDED IN 'CANOPY REMOVED' TOTALS ABOVE

ANY FUTURE MODIFICATIONS TO THIS MASTER PLAN WILL INCLUDE RELATED DISPOSITION PLANS

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INDIAN TRACE SHOPPING CENTER MASTER PLAN

SW 160TH AVENUE
SUNRISE, FL 33326

DISPOSITION CHART
PARCEL 1

SEAL: REGISTERED LANDSCAPE ARCHITECT JANAN KING EBRAHIMIAN LA6667324 STATE OF FLORIDA

DATE: 11/19/25

SITE PLAN SHEET NO. LD-2

prepared by:
McLAUGHLIN ENGINEERING COMPANY (LB#285)
400 N.E. 3rd AVENUE FORT LAUDERDALE, FLORIDA
PHONE: (954) 763-7611
FAX: (954) 763-7615

ALTA/ACSM LAND TITLE SURVEY

PORTION OF PARCEL "K" & PARCEL "K-2"
NEW RIVER ESTATES, SECTION NINE
PLAT BOOK 126, PAGE 46, B.C.R.

GRAPHIC SCALE

(IN FEET)
1 inch = 60 ft.

www.MSD400.com

TITLE NOTES:

There are no other Easements, Rights-of-way, or road reservations of record affecting this property per First American Title Insurance Company Commitment File No. 1062-3341859 Rev. A, effective date April 30th, 2015 at 8:00AM.

9) Easements and Dedications per Plat Book 126, Page 46 and O.R. Book 22102, Page 20 of the Public Records of Broward County, Florida affect this property as shown.
10) Reservations per Deed Book 432, Page 493 of the Public Records of Broward County, Florida as affected by O.R. Book 13501, Page 367 of the Public Records of Broward County, Florida and Partial Release per O.R. Book 13554, Page 572 of the Public Records of Broward County, Florida affect this property (nothing plottable, this property is released from reservation).
11) Resolution per O.R. Book 3436, Page 60 of the Public Records of Broward County, Florida affects this property (nothing plottable).
12) Ordinance No. 77-39(2) per O.R. Book 7340, Page 265 of the Public Records of Broward County, Florida affects this property (nothing plottable).
13) Agreement per O.R. Book 14758, Page 23 of the Public Records of Broward County, Florida does not affect this property.
14) Easement per O.R. Book 14538, Page 287 of the Public Records of Broward County, Florida affects this property as shown.
15) Agreement per O.R. Book 5832, Page 62 of the Public Records of Broward County, Florida and assignment per O.R. Book 5945, Page 772 of the Public Records of Broward County, Florida affects this property.
16) Agreement per O.R. Book 5832, Page 62 of the Public Records of Broward County, Florida and assignment per O.R. Book 5995, Page 772 of the Public Records of Broward County, Florida affects this property.
17) Covenants and Restrictions per O.R. Book 6910, Page 63 and amended per O.R. Book 9003, Page 805 of the Public Records of Broward County, Florida; O.R. Book 7458, Page 170 of the Public Records of Broward County, Florida; O.R. Book 9596, Page 685 of the Public Records of Broward County, Florida; O.R. Book 10684, Page 100 of the Public Records of Broward County, Florida; O.R. Book 12378, Page 306 of the Public Records of Broward County, Florida; O.R. Book 13267, Page 376 of the Public Records of Broward County, Florida; O.R. Book 13501, Page 377 of the Public Records of Broward County, Florida; O.R. Book 20168, Page 171 of the Public Records of Broward County, Florida; O.R. Book 20166, Page 174 of the Public Records of Broward County, Florida; O.R. Book 14794, Page 318 of the Public Records of Broward County, Florida affects this property.
18) Easement per O.R. Book 19462, Page 174 of the Public Records of Broward County, Florida affects this property as shown.
19) Easement per O.R. Book 19749, Page 238 of the Public Records of Broward County, Florida affects this property as shown.
20) Easement per O.R. Book 14861, Page 182 of the Public Records of Broward County, Florida affects this property as shown.
21) Covenants and Restrictions per O.R. Book 14943, Page 872 of the Public Records of Broward County, Florida and amended per O.R. Book 16828, Page 995 of the Public Records of Broward County, Florida; O.R. Book 25662, Page 130 of the Public Records of Broward County, Florida; O.R. Book 40462, Page 829 of the Public Records of Broward County, Florida; and O.R. Book 41512, Page 1242 of the Public Records of Broward County, Florida affects this property.
22) Easement per O.R. Book 15305, Page 390 of the Public Records of Broward County, Florida affects this property as shown.
23) Easement per O.R. Book 15309, Page 420 of the Public Records of Broward County, Florida affects this property as shown.
24) Agreement per O.R. Book 15951, Page 740 of the Public Records of Broward County, Florida affects this property.
25) Agreement per O.R. Book 15507, Page 715 of the Public Records of Broward County, Florida affects this property.
26) Easement per O.R. Book 18095, Page 975 of the Public Records of Broward County, Florida and O.R. Book 22102, Page 8 of the Public Records of Broward County, Florida affects this property as shown.
27) Agreement per O.R. Book 22303, Page 335 of the Public Records of Broward County, Florida affects this property as shown.
28) Agreement per O.R. Book 22269, Page 514 of the Public Records of Broward County, Florida affects this property.
29) Easement per O.R. Book 21563, Page 521 of the Public Records of Broward County, Florida affects this property as shown.
30) Agreement per O.R. Book 23690, Page 48 of the Public Records of Broward County, Florida and O.R. Book 28334, Page 284 of the Public Records of Broward County, Florida affects this property.
31) Easement per O.R. Book 23105, Page 594 of the Public Records of Broward County, Florida affects this property as shown.
32) Easement per O.R. Book 17604, Page 757 of the Public Records of Broward County, Florida affects this property as shown.
34) Easement per O.R. Book 40482, Page 834 of the Public Records of Broward County, Florida and O.R. Book 41512, Page 1237 of the Public Records of Broward County, Florida affects this property (blanket easement)
35) Intentionally deleted.

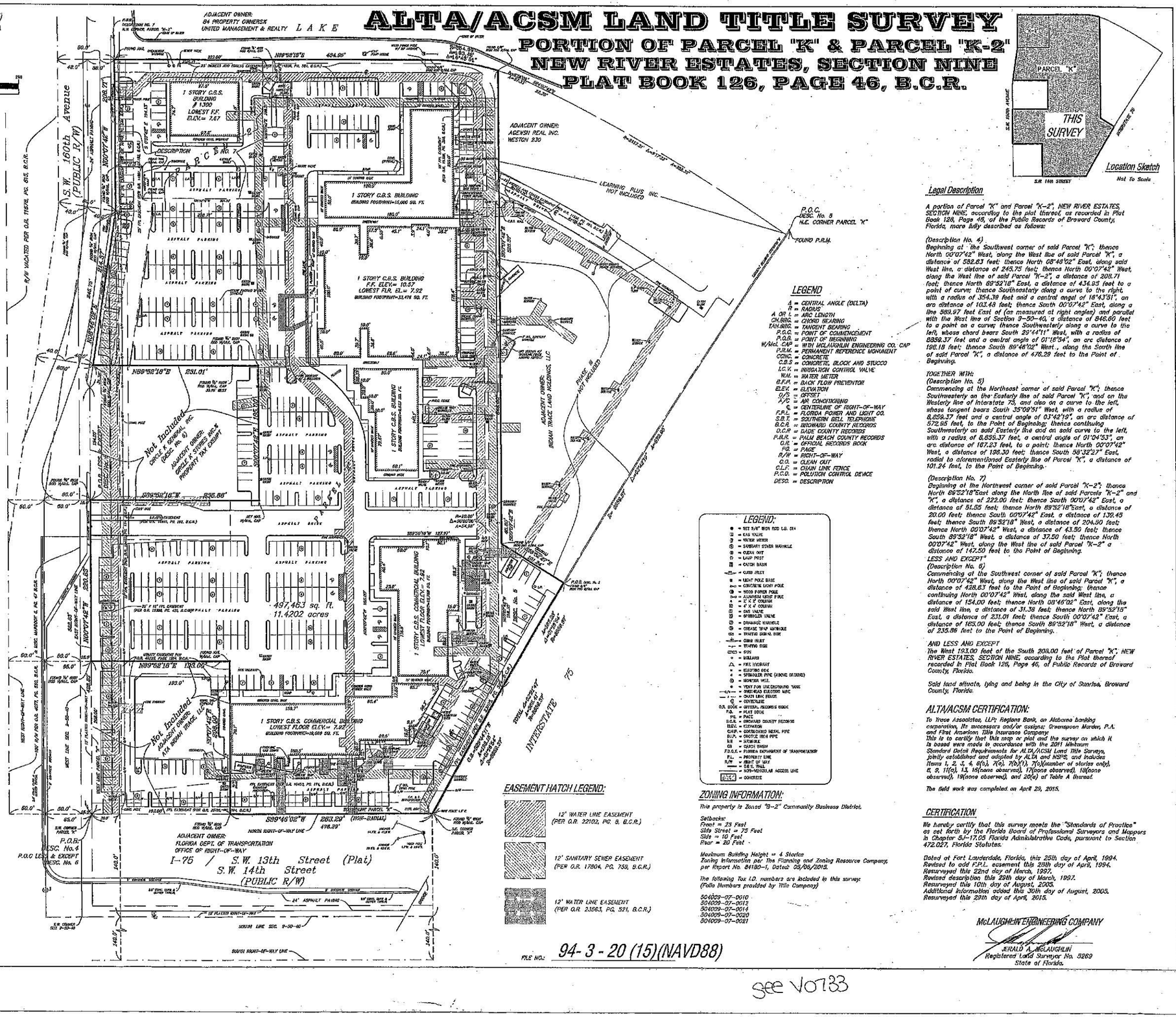
NOTES:

1) Boundary survey information does not infer Title or Ownership.
2) This property lies in Flood Zone "AH", Elev.=8.0, Per Flood Insurance Rate Map No. 12011C0530 H, Dated: August 18, 2014. Community Panel No. 120032.
3) Bearings shown hereon refer to record plat (126/46) and assume the South line of said Parcel "K" as North 89°48'02" East.
4) Underground improvements if any not located.
5) This drawing is not valid unless sealed with an embossed surveyors seal.
6) Boundary survey information does not infer Title or Ownership.
7) All iron rods 5/8", unless otherwise noted.

OFFICE NOTES

FIELD BOOK NO. Print
JOB ORDER NO. U-9398, V-0257
CHECKED BY:
DRAWN BY: RDP, RT

C:\RAY\2015\V0257\dwg\V0257.dwg 5/4/2015 9:57:31 AM EDT



Location Sketch
Not To Scale

Legal Description

A portion of Parcel "K" and Parcel "K-2", NEW RIVER ESTATES, SECTION NINE, according to the plat thereof, as recorded in Plat Book 126, Page 46, of the Public Records of Broward County, Florida, more fully described as follows:

(Description No. 4)
Beginning at the Southwest corner of said Parcel "K"; thence North 00°07'42" West, along the West line of said Parcel "K", a distance of 582.83 feet; thence North 08°48'02" East, along said West line, a distance of 245.75 feet; thence North 00°07'42" West, along the West line of said Parcel "K-2", a distance of 308.71 feet; thence North 89°52'18" East, a distance of 434.93 feet to a point of curve; thence Southeasterly along a curve to the right, with a radius of 354.39 feet and a central angel of 18°43'51", an arc distance of 103.48 feet; thence South 00°07'42" East, along a line 989.97 feet East of (as measured at right angles) and parallel with the West line of Section 9-50-40, a distance of 846.60 feet to a point on a curve; thence Southwesterly along a curve to the left, whose chord bears South 29°44'11" West, with a radius of 8359.37 feet and a central angle of 01°16'54", an arc distance of 186.18 feet; thence South 89°46'02" West, along the South line of said Parcel "K", a distance of 476.29 feet to the Point of Beginning.

TOGETHER WITH:
(Description No. 5)
Commencing at the Northeast corner of said Parcel "K"; thence Southwesterly on the Easterly line of said Parcel "K", and on the Westerly line of Interstate 75, and also on a curve to the left, whose tangent bears South 35°09'51" West, with a radius of 8,859.37 feet and a central angle of 03°42'19", an arc distance of 572.95 feet, to the Point of Beginning; thence continuing Southwesterly on said Easterly line and on said curve to the left, with a radius of 8,859.37 feet, a central angle of 01°04'53", an arc distance of 167.23 feet, to a point; thence North 00°07'42" West, a distance of 136.30 feet; thence South 58°32'27" East, radial to aforementioned Easterly line of Parcel "K", a distance of 101.24 feet, to the Point of Beginning.

(Description No. 7)
Beginning at the Northwest corner of said Parcel "K-2"; thence North 89°52'18"East along the North line of said Parcels "K-2" and "K", a distance of 222.00 feet; thence South 00°07'42" East, a distance of 51.55 feet; thence North 89°52'18"East, a distance of 20.00 feet; thence South 00°07'42" East, a distance of 139.45 feet; thence South 89°52'18" West, a distance of 204.90 feet; thence North 00°07'42" West, a distance of 43.90 feet; thence South 89°52'18" West, a distance of 37.50 feet; thence North 00°07'42" West, along the West line of said Parcel "K-2" a distance of 147.50 feet to the Point of Beginning.
LESS AND EXCEPT
(Description No. 6)
Commencing at the Southwest corner of said Parcel "K"; thence North 00°07'42" West, along the West line of said Parcel "K", a distance of 428.83 feet to the Point of Beginning; thence continuing North 00°07'42" West, along the said West line, a distance of 154.00 feet; thence North 08°48'02" East, along the said West line, a distance of 31.38 feet; thence North 89°52'18" East, a distance of 231.01 feet; thence South 00°07'42" East, a distance of 185.00 feet; thence South 89°52'18" West, a distance of 235.86 feet to the Point of Beginning.

AND LESS AND EXCEPT
The West 193.00 feet of the South 208.00 feet of Parcel "K", NEW RIVER ESTATES, SECTION NINE, according to the Plat thereof recorded in Plat Book 126, Page 46, of Public Records of Broward County, Florida.

Said land situate, lying and being in the City of Sunrise, Broward County, Florida.

LEGEND

Δ =	CENTRAL ANGLE (DELTA)
R =	RADIUS
A OR L =	ARC LENGTH
CH.BRG. =	CHORD BEARING
TAN.BRG. =	TANGENT BEARING
P.O.C. =	POINT OF COMMENCEMENT
P.O.B. =	POINT OF BEGINNING
W/Acl. CAP =	WITH MCLAUGHLIN ENGINEERING CO. CAP
P.R.M. =	PERMANENT REFERENCE MONUMENT
CONC. =	CONCRETE
C.B.S. =	CONCRETE BLOCK AND STUCCO
I.C.V. =	IRRIGATION CONTROL VALVE
W.M. =	WATER METER
B.F.P. =	BACK FLOW PREVENTOR
ELEV. =	ELEVATION
O/S =	OFFSET
A/C =	AIR CONDITIONING
℄ =	CENTERLINE OF RIGHT-OF-WAY
F.P.L. =	FLORIDA POWER AND LIGHT CO.
S.B.T. =	SOUTHERN BELL TELEPHONE
B.C.R. =	BROWARD COUNTY RECORDS
D.C.R =	DADE COUNTY RECORDS
P.B.R. =	PALM BEACH COUNTY RECORDS
O.R. =	OFFICIAL RECORDS BOOK
PG. =	PAGE
R/W =	RIGHT-OF-WAY
C.O. =	CLEAN OUT
C.L.F. =	CHAIN LINK FENCE
P.C.D. =	POLLUTION CONTROL DEVICE
DESC. =	DESCRIPTION

LEGEND:
- = SET 5/8" IRON ROD L.B. 314
- = GAS VALVE
- = WATER METER
- = SANITARY SEWER MANHOLE
- = CLEAN OUT
- = LAMP POST
- = CATCH BASIN
- = CURB INLET
- = LIGHT POLE BASE
- = CONCRETE LIGHT POLE
- = WOOD POWER POLE
- = ALUMINUM MAST POLE
- = 2' X 2' COLUMN
- = 4' X 4' COLUMN
- = GAS VALVE
- = SPRINKLER VALVE
- = DRAINAGE MANHOLE
- = CABLE TV/P MANHOLE
- = TRAFFIC SIGNAL BOX
- = CURB INLET
- = TRAFFIC SIGN
- = SIGN
- = BOLLARD
- = FIRE HYDRANT
- = ELECTRIC BOX
- = SPRINKLER PIPE (ABOVE GROUND)
- = MONITOR WELL
- = WELL FOR UNDERGROUND TANK
- = OVERHEAD ELECTRIC WIRE
- = CHAIN LINK FENCE
- = CENTERLINE
- O.R. BOOK = OFFICIAL RECORDS BOOK
- P.B. = PLAT BOOK
- PG. = PAGE
- B.C.R. = BROWARD COUNTY RECORDS
- ELEV. = ELEVATION
- C.M.P. = CORRUGATED METAL PIPE
- D.I.P. = DUCTILE IRON PIPE
- R/R = RAILROAD
- C.B. = CATCH BASIN
- F.D.O.T. = FLORIDA DEPARTMENT OF TRANSPORTATION
- P.L. = PROPERTY LINE
- R/W = RIGHT OF WAY
- = C.B.S. WALL
- = NON-VEHICULAR ACCESS LINE
- = CONCRETE

EASEMENT HATCH LEGEND:

- 12' WATER LINE EASEMENT (PER O.R. 22102, PG. 8, B.C.R.)
- 12' SANITARY SEWER EASEMENT (PER O.R. 17604, PG. 755, B.C.R.)
- 12' WATER LINE EASEMENT (PER O.R. 23563, PG. 521, B.C.R.)

ZONING INFORMATION:

This property is Zoned "B-2" Community Business District.

Setbacks:
Front = 25 Feet
Side Street = 25 Feet
Side = 10 Feet
Rear = 20 Feet

Maximum Building Height = 4 Stories
Zoning Information per The Planning and Zoning Resource Company, per Report No. 84180-1, Dated: 05/06/2015.

The following Tax I.D. numbers are included in this survey:
(Folio Numbers provided by Title Company)

504009-07-0010
504009-07-0012
504009-07-0014
504009-07-0020
504009-07-0021

ALTA/ACSM CERTIFICATION:

To Trace Associates, LLP; Regions Bank, an Alabama banking corporation, its successors and/or assigns; Greenspoon Marder, P.A. and 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 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 6(b), 7(a), 7(b)(1), 7(c)(number of stories only), 8, 9, 11(a), 13, 16(none observed), 17(none observed), 18(none observed), 19(none observed), and 20(a) of Table A thereof.

The field work was completed on April 29, 2015.

CERTIFICATION

We hereby certify that this survey meets the "Standards of Practice" as set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17.05 Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

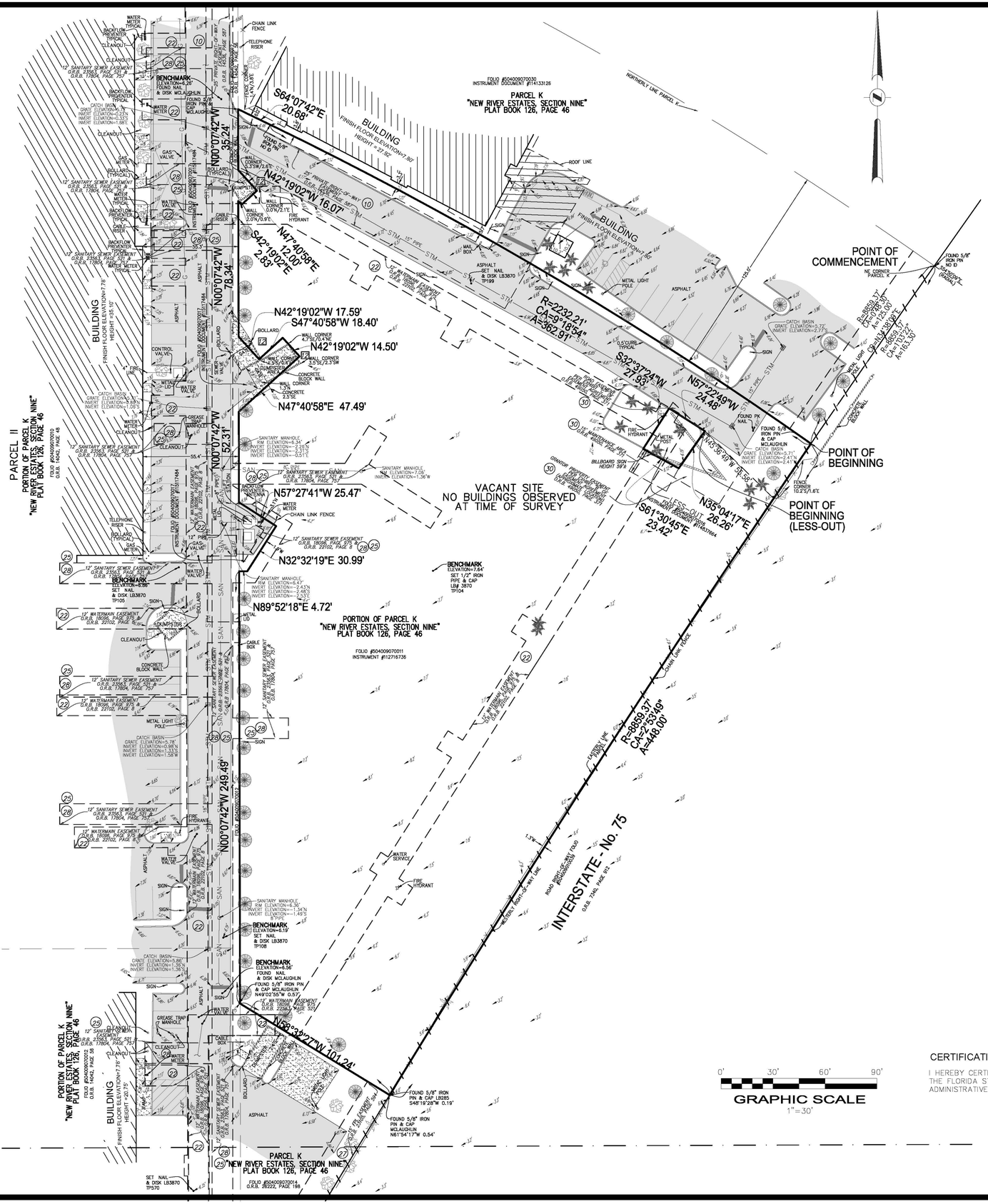
Dated at Fort Lauderdale, Florida, this 25th day of April, 1994.
Revised to add F.P.L. easement this 28th day of April, 1994.
Resurveyed this 22nd day of March, 1997.
Revised description this 25th day of March, 1997.
Resurveyed this 10th day of August, 2005.
Additional information added this 30th day of August, 2005.
Resurveyed this 29th day of April, 2015.

McLAUGHLIN ENGINEERING COMPANY

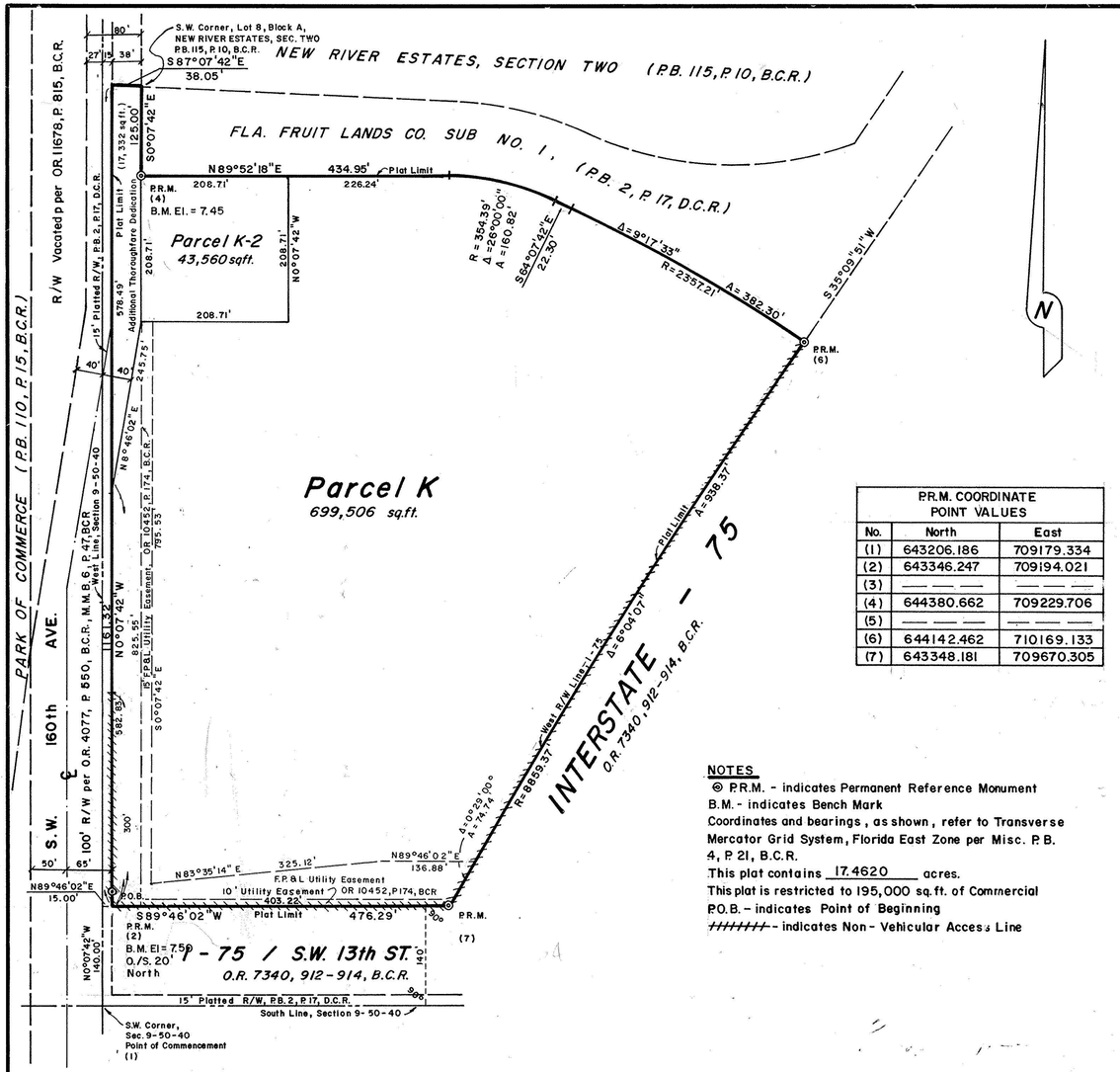
GERALD A. McLAUGHLIN
Registered Land Surveyor No. 5269
State of Florida.

FILE NO.: 94-3-20 (15)(NAVD88)

see V0733

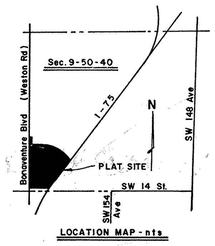

PARCEL II
PORTION OF PARCEL K
"NEW RIVER ESTATES, SECTION NINE"
PLAT BOOK 126, PAGE 46
FOLIO #504090070010
O.R.B. 14042, PAGE 48
PARCEL K
"NEW RIVER ESTATES, SECTION NINE"
PLAT BOOK 126, PAGE 46
FOLIO #504090070030
INSTRUMENT DOCUMENT #114133126
NORTHERLY LINE PARCEL K
S64°07'42"E 20.68'
N00°07'42"W 35.24'
N42°19'02"W 16.07'
S47°40'58"W 15.00'
S42°19'02"E 2.89'
N47°40'58"E 15.00'
N42°19'02"W 17.59'
S47°40'58"W 18.40'
N42°19'02"W 14.50'
N47°40'58"E 47.49'
N00°07'42"W 78.34'
N00°07'42"W 52.31'
N57°27'41"W 25.47'
N32°32'19"E 30.99'
N89°52'18"E 4.72'
N00°07'42"W 249.49'
N89°33'27"W 101.24'
BUILDING
FINISH FLOOR ELEVATION=7.80'
HEIGHT =27.92'
BUILDING
FINISH FLOOR ELEVATION=7.78'
HEIGHT =35.10'
BUILDING
FINISH FLOOR ELEVATION=7.78'
HEIGHT =26.05'
ROOF LINE
R=2232.21'
CA=9°18'54"
A=362.91'
S32°37'24"W 27.93'
N57°22'49"W 24.48'
N35°36'49"W 55.56'
N35°04'17"E 26.26'
S61°30'45"E 23.42'
POINT OF COMMENCEMENT
NE CORNER PARCEL K
FOUND 5/8" IRON PIN NO ID
0.40'S&0.50'W (RADIAL)
POINT OF BEGINNING
POINT OF BEGINNING (LESS-OUT)
VACANT SITE
NO BUILDINGS OBSERVED
AT TIME OF SURVEY
R=11309.37'
CH=N1°38'09"E
A=129.00'
R=8859.27'
CH=N1°38'09"E
A=129.00'
R=8859.27'
CH=N2°53'49"E
A=448.00'
R=8859.27'
CH=N5°53'57"E
A=165.50'
INTERSTATE - No. 75
F.D.O.T. SECTION 86075-2504
ROAD PROJECT FOR FOLIO #504090070011
WATER SERVICE
FIRE HYDRANT
BENCHMARK
ELEVATION=7.64'
SET 1/2" IRON PIPE & CAP
LB# 3870
TP104
BENCHMARK
ELEVATION=8.53'
FOUND NAIL & DISK LB3870
TP105
BENCHMARK
ELEVATION=8.19'
SET NAIL & DISK LB3870
TP108
BENCHMARK
ELEVATION=8.06'
FOUND NAIL & DISK MCLAUGHLIN
FOUND 5/8" IRON PIN & CAP MCLAUGHLIN
N49°02'55"W 0.51'
SET NAIL & DISK LB3870
TP970
FOUND 5/8" IRON PIN & CAP LB285 N61°54'17"W 0.54'
FOUND 5/8" IRON PIN & CAP LB285 S48°19'28"W 0.19'
FOUND 5/8" IRON PIN & CAP MCLAUGHLIN
FOUND PK NAIL
FOUND 5/8" IRON PIN & CAP MCLAUGHLIN
FENCE CORNER 10.2'S/1.6'E
FOUND 5/8" IRON PIN & CAP MCLAUGHLIN

86-113137 PLAT BOOK 126 PAGE 46



NOTES
◎ P.R.M. - indicates Permanent Reference Monument
B.M. - indicates Bench Mark
Coordinates and bearings, as shown, refer to Transverse Mercator Grid System, Florida East Zone per Misc. P.B. 4, P. 21, B.C.R.
This plat contains 17.4620 acres.
This plat is restricted to 195,000 sq. ft. of Commercial
P.O.B. - indicates Point of Beginning
/////// - indicates Non-Vehicular Access Line

DESCRIPTION
A portion of the Southwest one-quarter (S.W. 1/4) of Section 9, Township 50 South, Range 40 East, FLORIDA FRUIT LANDS COMPANY SUBDIVISION NO 1, as recorded in Plat Book 2, Page 17, of the public records of Dade County, Florida, more fully described as follows: Commencing at the Southwest corner of said Section 9; thence North 0°07'42" West along the West line of said Section 9, a distance of 140.00 feet; thence North 89°46'02" East a distance of 15.00 feet to the Point of Beginning; thence North 0°07'42" West; along a line 15 feet-East of and parallel with the said West line of Section 9, a distance of 1161.32 feet; thence South 87°07'42" East, a distance of 38.05 feet; thence South 0°07'42" East, along a line 53 feet East of and parallel with the said West line of Section 9, a distance of 125.00 feet; thence North 89°52' 18" East, a distance of 434.95 feet to a point of curve; thence Easterly along a curve to the right, with a radius of 354.39 feet, and a central of 26°00'00", an arc distance of 160.82 feet to a point of Tangency; thence South 64°07'42" East, a distance of 22.30 feet to a point of curve; thence Southeasterly along a curve to the right, with a radius of 2357.21 feet and a central angle of 9°17'33", an arc distance of 382.30 feet; thence Southwesterly and Westerly along the Westerly right-of-way line of Interstate 75, the following two (2) courses and distances; Southwesterly along a curve to the left whose tangent bears South 35°09'51" West, with a radius of 8859.37 feet and a central angle of 6°04'07" an arc distance of 938.37 feet; thence South 89°46'02" West along a line 140 feet North of (as measured at right angles) and parallel with the South line of said Section 9, a distance of 476.29 feet to the Point of Termination of the said two (2) courses and distances and the Point of Beginning.



NEW RIVER ESTATES, SECTION NINE

A RESUBDIVISION OF A PORTION OF THE SOUTHWEST ONE-QUARTER (SW 1/4) SECTION 9, TOWNSHIP 50 SOUTH, RANGE 40 EAST, FLORIDA FRUIT LANDS COMPANY SUBDIVISION NO. 1, P.B. 2, P. 17, D.C.R. CITY OF SUNRISE, BROWARD COUNTY, FLORIDA

0 200 400 600 800 1000
graphic scale in feet — one inch = one hundred feet

DEDICATION
STATE OF FLORIDA SS
COUNTY OF BROWARD
KNOW ALL MEN BY THESE PRESENTS: That OSCAR WIND, Trustee, owner of the lands described and shown as included in this plat, has caused said lands to be subdivided and platted as shown, said plat to be known as "NEW RIVER ESTATES, SECTION NINE, being a resubdivision of a portion of the Southwest one-quarter (S.W. 1/4) of Section 9, Township 50 South, Range 40 East, FLORIDA FRUIT LANDS COMPANY SUBDIVISION No. 1, recorded in Plat Book 2, Page 17, Dade County Records. The additional thoroughfare is hereby dedicated to the perpetual use of the public in fee simple. The utility easements are hereby dedicated to the public for proper purposes.

IN WITNESS WHEREOF: I hereunto set my hand in the in the City of Fort Lauderdale, County of Broward, State of Florida, this 1st day of May, 1984.
Witness: _____ Witness: _____ Oscar Wind: _____ Trustee

ACKNOWLEDGEMENT
STATE OF FLORIDA SS
COUNTY OF BROWARD
I HEREBY CERTIFY: That on this day personally appeared before me, an officer duly authorized by law to administer oaths and take acknowledgements, OSCAR WIND, Trustee, to me well known to be the individual described in and who executed the foregoing dedication and he acknowledged before me that he executed the same freely and voluntarily, for uses and purposes therein expressed.
WITNESS: My hand and official seal in the City of Fort Lauderdale, County of Broward, State of Florida, this 1st day of May, 1984.
My commission expires the 11th day of August, 1986. NOTARY PUBLIC _____ STATE OF FLORIDA

DEDICATION
STATE OF FLORIDA SS
COUNTY OF BROWARD
KNOW ALL MEN BY THESE PRESENTS: That the CITY OF SUNRISE, a Municipal Corporation of Broward County, Florida, owner of the lands described and shown as included in this, plat, has caused said lands to be subdivided and platted as shown, said plat to be known a "NEW RIVER ESTATES, SECTION NINE", being a resubdivision of a portion of the Southwest one-quarter (S.W. 1/4) of Section 9, Township 50 South, Range 40 East, FLORIDA FRUIT LANDS COMPANY SUBDIVISION, No. 1, recorded in Plat Book 2, Page 17, Dade County Records. The additional thoroughfare is hereby dedicated to the perpetual use of the public in fee simple. The utility easements are hereby dedicated to the public for proper purposes.

IN WITNESS WHEREOF: THE CITY OF SUNRISE has caused these presents to be signed by its MAYOR and attested by its CITY CLERK, and its corporate seal to be affixed hereto by and with the authority of the City Council this 2nd day of Aug, 1985.
Witness: _____ Witness: _____ Robert A. Butterworth: _____ Mayor
Witness: _____ Witness: _____ Dorothy J. DeBenedictis: _____ City Clerk

ACKNOWLEDGEMENT
STATE OF FLORIDA SS
COUNTY OF BROWARD
I HEREBY CERTIFY: That on this day personally appeared before me, an officer duly authorized by law to administer oaths and take acknowledgements, ROBERT A. BUTTERWORTH & DOROHTY J. DE BENEDICTIS, MAYOR & CITY CLERK, respectively of the CITY OF SUNRISE, To me well known to be the individuals described in and who executed the foregoing dedication and they acknowledged before me that they executed the same freely and voluntarily, for uses and purposes therein expressed. WITNESS: My hand and official seal in the City of Sunrise, County of Broward, State of Florida, this 13 day of August, 1985.
My commission expires the 12 day of May, 1986. NOTARY PUBLIC _____ STATE OF FLORIDA

DEDICATION OF MORTGAGE HOLDER
WESTFIELD FINANCIAL CORPORATION, a Delaware Corporation, owner and holder of a mortgage on this property recorded in O.R. Book 8995, Page 380, Broward County Records, does hereby join in the dedication shown hereon.
IN WITNESS WHEREOF: I hereunto set my hand and affix the corporate seal in the City of Miami, County of Dade, State of Florida, this 19th day of JUNE, 1984.
WESTFIELD FINANCIAL CORPORATION
Witness: _____ Witness: _____ Roddy M. Nalven: _____ Executive Vice President

ACKNOWLEDGEMENT
STATE OF FLORIDA SS
COUNTY OF DADE
I HEREBY CERTIFY: That on this day personally appeared before me, an officer duly authorized by law to administer oaths and take acknowledgements, RODDY M. NALVEN, EXECUTIVE VICE PRESIDENT of _____ WESTFIELD FINANCIAL CORPORATION, a Delaware Corporation, to me well known to be the individual described in and who executed the foregoing dedication, and he acknowledged before me that he executed the same freely and voluntarily, for uses and purposes therein expressed.
WITNESS: My hand and official seal in the City of Miami, County of Dade, State of Florida, this 19th day of JUNE, 1984.
My commission expires the 17 day of June, 1985. NOTARY PUBLIC Ronnie Lynn Eisenberg STATE OF FLORIDA

CITY ENGINEER'S SIGNATURE
This plat was approved by the City Engineer of the City of Sunrise, Broward County, Florida, this 8th day of Aug, 1985.
By: _____ City Engineer

CITY COUNCIL
This plat was approved by the City of Sunrise, Broward County, Florida, in and by resolution passed and adopted this 17th day of July, 1984, and accepted in this plat, all previous plats of said lands are hereby cancelled and superceded.
By: _____ Council President Attest: _____ City Clerk

CENTRAL BROWARD DRAINAGE DISTRICT
This plat has been approved this 1 day of May, 1984. By _____ Chairman

BROWARD COUNTY PLANNING COUNCIL
THIS IS TO CERTIFY: That the Broward County Planning Council approved this plat with regard to dedication of Rights-of Way for Traffic Ways by Resolution duly adopted this 27th day of June, 1985. By _____, this 24 day of Oct, 1985.

BROWARD COUNTY ENGINEERING DIVISION
This plat has been approved and accepted for record. By: _____ Robert L. Thompson, County Surveyor, Fla P.L.S. Reg No 3869, Date 3-24-86
By: _____ Henry P. Cook, Director, Fla. P.E. Reg. No. 12506, this 24 day of MARCH, 1986.

BROWARD COUNTY FINANCE AND ADMINISTRATIVE SERVICES DEPARTMENT - COUNTY RECORDS DIVISION - MINUTES SECTION
THIS IS TO CERTIFY: That this plat complies with the provisions of Chapter 177, Florida Statutes, and was accepted for record by the Board of Commissioners of Broward County, Florida, this 3 day of DECEMBER, 1985. ATTEST: F.T. JOHNSON - COUNTY ADMINISTRATOR
By: _____ Deputy By: _____ Chairperson - County Commission

BROWARD COUNTY FINANCE AND ADMINISTRATIVE SERVICES DEPARTMENT - COUNTY RECORDS DIVISION - RECORDING SECTION
This instrument was filed for record this 31st day of March, 1986, and recorded in Plat Book 126, Page 46, record verified
ATTEST: F.T. JOHNSON - COUNTY ADMINISTRATOR By: _____ Deputy

SURVEYOR'S CERTIFICATE
STATE OF FLORIDA SS
COUNTY OF BROWARD
I HEREBY CERTIFY: That the attached plat, is a true and correct representation of the lands recently surveyed, subdivided and platted under my responsible direction and supervision, that the survey data shown complies with the applicable requirements of Chapter 177, FLORIDA STATUTES, A.D. 1971, and further that the PERMANENT REFERENCE MONUMENTS (P.R.M.'S) were set in accordance with Section 177.091 of said Chapter 177, on this 2nd day of January, 1986. The BENCH MARKS (B.M.'S) shown are referenced to N.G. VERTICAL DATUM and conform to standards for third order work.
Mc LAUGHLIN ENGINEERING COMPANY
This plat dated at Fort Lauderdale, Florida, this 30 day of APRIL, 1984. By: _____ James M. McLaughlin
Reg. Land Surveyor No. 2021, State of Florida

Prepared by McLAUGHLIN ENGINEERING COMPANY 400 Northeast Third Avenue Fort Lauderdale, Florida, 33301 N-3411

ORB 13288 PG 918

NOTICE OF PUBLIC HEARING

The City has received an application for approval of a **Master Plan** for a mixed-use development that is near your home or business. You are receiving this notice because you own property within 500 feet of this location. The proposed project is generally located at the northeast corner of SW 160 Avenue and SW 14 Street (Indian Trace), Sunrise, Florida, as shown on the attached map. City staff has determined that this application meets all applicable code requirements. **Therefore, it will be placed on the quasi-judicial consent agenda for City Commission action at its meeting on TUESDAY, January 13, 2026 commencing at 5:00 P.M. This meeting will occur in the Sunrise City Hall Commission Chambers located at 10770 West Oakland Park Boulevard, 1st Floor, Sunrise, FL 33351.** This item may be recessed or tabled from this meeting to another meeting.

This application is on file in the Community Development Department of the City of Sunrise, located at 10770 W. Oakland Park Boulevard, 2nd Floor, Sunrise, FL, and may be viewed by any interested person Monday through Friday (excluding City holidays) between 9:00 a.m. and 4:30 p.m. or requested via AskZoning@sunrisefl.gov.

The City Commission will be meeting in-person; however, the public may attend and participate in the meeting in-person or via telephone by using Vast Conference Calling as early as fifteen (15) minutes before the start time utilizing the details below:

a. Dial in number: (954) 395-2401
b. Access Code: 368262

Attendees can press 5* on their phone keypad to comment during public hearings or during the open discussion. Attendees will be called upon to speak, one at a time, by the meeting organizer. For technical difficulties, please call (954) 578-4792.

You may be an "Affected Party," which is someone who will suffer an adverse effect to a legally recognizable interest if the City's Comprehensive Plan requirements and Land Development Regulations are not properly applied, as set forth in Section 16-277 of the City's Code of Ordinances. **If you want to attend the quasi-judicial consent proceeding as an Affected Party, you must file a written notice of appearance with the Community Development Department by 4:30 p.m. on the last business day before the hearing. Affected Parties must attend the meeting in person to participate.** The notice of appearance shall state with particularity the Comprehensive Plan requirement or Land Development Regulation the person asserting affected party status contends is not being properly applied and the nature of the affected party's legally recognizable interest that may be affected by the City's approval of the land development application. Forms are available online at www.sunrisefl.gov in the Community Development Document Library.

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 based. See section 286.0105, Florida Statutes.

The City does not tolerate discrimination in any of its programs, services or activities; and will not exclude participation in, deny the benefits of, or subject to discrimination anyone on the grounds of real or perceived race, color, national origin, sex, gender identity, sexual orientation, age, disability/handicap, religion, family or income status.

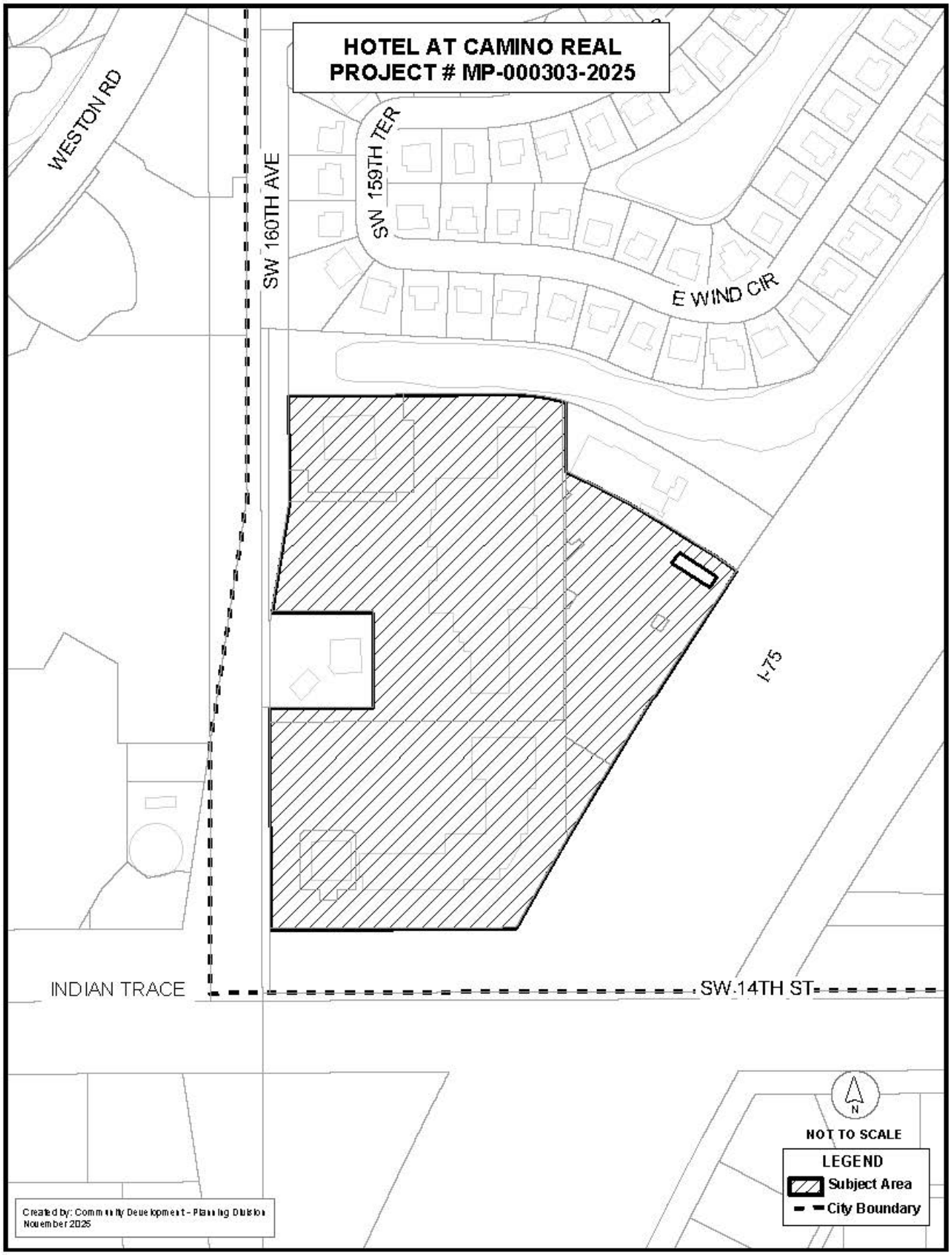
In compliance with the ADA and Fla. Stat. § 286.26, any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the City's ADA Coordinator at least 48 hours in advance of the scheduled meeting. Requests can be directed via e-mail to hr@sunrisefl.gov or via telephone to (954) 838-4522; Florida Relay: 711; Florida Relay (TIY/VCO): 1-800-955-8771; Florida Relay (Voice): 1-800-955-8770. Every reasonable effort will be made to allow for meeting participation.

If you have any questions about this notice, then please contact City staff in the Planning Division at (954) 746-3281 or e-mail AskZoning@sunrisefl.gov.

Notification Date: December 29, 2025

COMMUNITY DEVELOPMENT DEPARTMENT
10770 W. Oakland Park Boulevard, 2nd Floor – Sunrise, Florida 33351
(954) 746-3281 AskZoning@sunrisefl.gov

Location Map



Lourdes M. Lawrence
Administrative Services Manager to Mayor and Commissioners

CITY OF SUNRISE

Phone: (954) 746-3250
Fax: (954) 746-3243

January 8, 2026

Weston Hotel Management
20200 West Dixie Highway
Suite 1206
Aventura, FL 33180

Dear Applicant:

Your applications **Hotel at Camino Real (Master Plan) (C25310)** has been placed on the quasi-judicial consent agenda for approval on Tuesday, January 13, 2026 at 5:00 p.m at the City Commission meeting to be held in the commission chambers at City Hall located at 10770 West Oakland Park Blvd., Sunrise, Florida.

The City of Sunrise's City Commission Meeting will be hosted in both an in-person format and a virtual format. Telephone call in number: 954-395-2401 Access Code: 368262 Attendees can press 5* on their phone keypad to make a comment during public hearings or during open discussion. Attendees will be called upon to speak, one at a time, by the meeting organizer. For technical difficulties please call 954-578-4792.

This item may be removed from the quasi-judicial consent agenda by a commissioner of the City Commission, the staff, the applicant, or an affected party.

Any item removed from the quasi-judicial consent agenda shall be tabled to the next regularly scheduled commission meeting and will be placed on the quasi-judicial hearings. It will be your responsibility to follow up on the tabled date.

If you have any questions, please contact the Community Development Department at 954-746-3281.

Sincerely,

Lourdes Lawrence

Lourdes Lawrence
Administrative Services Manager

cc: Shannon Ley, P.E., Director of Community Development
Laura Perez, Administrative Assistant, Community Development
Scott Backman, Esq./Sara Thompson, Esq., Miskel Backman, LLP
Indian Trace Land Holdings, LLC
MDC 1398, LLC
Trace Associates, LLP

AGENDA ITEM REQUEST

Originating Department: Community Development Department

Item Title: Rezoning to PDD

Item Number: 6B **Meeting Date:** 3/3/2026

City Reference Number (C#): C25309

Item Description:

Commission discussion and/or action re: First Reading of an Ordinance of the City of Sunrise, Florida, approving a Rezoning from Community Business District (B-2) to Planned Development District (PDD) of approximately fifteen (15) acres of land generally located at the Northeast Corner of SW 160 Avenue and SW 14 Street (Indian Trace), within the City of Sunrise, Broward County, Florida; amending the zoning district map to reflect the rezoning; providing for conflict; providing for severability; and providing for an effective date. City Manager Mark Lubelski. Shannon Ley, Director of Community Development. (Tabled CCM 1/13/26, Passed 5-0). (Tabled SCCM 2/3/26, Passed 5-0)

Funding:
N/A

Amount:
N/A

ATTACHMENTS:

ATY Ordinance - C25309
Exhibit A - Sketch and Legal Description
Exhibit B - Staff Report
Letter of Intent
Traffic Study
Public Notice
Display Ad Proof
Additional Traffic Study – February 24, 2026

Background:
This is an application to rezone approximately fifteen (15) acres from Community Business District (B-2) to Planned Development District (PDD), generally located at the northeast corner of SW 160 Avenue and SW 14 Street (Indian Trace), excluding the gas station, billboard site and day care center, as shown on the location map in the attached Staff Report. Concurrently, the applicant is proposing to construct a hotel on the existing vacant parcel located on the eastern portion of the subject site and in a future phase redevelop portions of the rest of the shopping center as a mixed-use development with residential, commercial, and office uses.

The property is currently zoned B-2 (Community Business District) and designated Commercial on the City's Future Land Use Map. The proposed rezoning requires City Commission approval pursuant Subsection 16-38(e) of the Land Development Code. In addition, per Subsection 16-109(e) of the LDC, upon application for rezoning to a PDD district, the applicant shall provide a Development Agreement in compliance with Sections 163.3220 - 163.3243, Florida Statutes and a PDD Master Plan.

The applicant has concurrently applied for and is seeking approval of a PDD Master Plan, a Development of Regional Impact (DRI) amendment since the site is located within the 84 South DRI, and a Development Agreement for the subject site. In addition, the applicant has applied for site plan approval for a hotel on the vacant land which is expected to be presented at a future City Commission meeting.

Staff recommends approval of the proposed rezoning from Community Business District (B-2) to Planned Development District (PDD) subject to the following conditions as listed below:

1. The applicant shall provide an executed and unified control document prior to the first building permit for vertical construction as approved by the City Attorney's Office.
2. City Commission approval of the associated Master Plan (MP-000303-2025).
3. City Commission approval of the associated Development Agreement (DEVAG-000209-2025).

Staff completed an open building permit and code violation search. There are five open building permits and no active code violations or liens.

For more information on this item, including any of the attachments to this item or additional backup information, please contact the Community Development Department staff member identified below.

Additional Information for March 3, 2026

In response to the previous hearing, the applicant has submitted an additional traffic study as attached.

Department Head Recommendation:

Approval

Person With Additional Information:

Name: Jim Koeth Phone: 954-746-3279

Department Head Name and Title:

Shannon Ley, P.E., Director of Community Development

City Manager:

Authorized for agenda placement

SUNRISE, FLORIDA

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF SUNRISE, FLORIDA, APPROVING A REZONING FROM COMMUNITY BUSINESS DISTRICT (B-2) TO PLANNED DEVELOPMENT DISTRICT (PDD) OF APPROXIMATELY FIFTEEN (15) ACRES OF LAND GENERALLY LOCATED AT THE NORTHEAST CORNER OF SW 160 AVENUE AND SW 14 STREET (INDIAN TRACE), WITHIN THE CITY OF SUNRISE, BROWARD COUNTY, FLORIDA; AMENDING THE ZONING DISTRICT MAP TO REFLECT THE REZONING; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Weston Hotel Management 18 LLC (Applicant) has applied to amend the City of Sunrise's Zoning Map; and

WHEREAS, the Applicant desires to rezone from Community Business District (B-2) to Planned Development District (PDD), approximately 15 acres of land generally located at the northeast corner of SW 160 Avenue and SW 14 Street (Indian Trace), within the City of Sunrise, Florida; and

WHEREAS, the area to be rezoned excludes the existing gas station, billboard site, and day care center as reflected in the sketch and legal description attached to and made a part of this Ordinance as Exhibit A; and

WHEREAS, in accordance with the City's Comprehensive Plan, the underlying land use designation for the subject property is Commercial, and in accordance with the Broward County Land Use Plan, the underlying land use designation for the subject property is Commerce, both of which allow for the Planned Development District (PDD) zoning designation; and

WHEREAS, the Planning and Zoning Board held a meeting on Thursday, December 4, 2025, and recommended approval of the proposed rezoning; and

WHEREAS, the City Commission of the City of Sunrise, sitting as the Local Planning Agency, held a duly noticed public hearing as required by law regarding the proposed rezoning.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF SUNRISE, FLORIDA:

Section 1. The foregoing Whereas clauses are hereby ratified and incorporated as the legislative intent of this Ordinance.

Section 2. Rezoning and Amendment to Zoning District Map. Pursuant to Application No. RZ-000203-2025, the approximately 15 acres of land generally located at the northeast corner of SW 160 Avenue and SW 14 Street (Indian Trace), more particularly described in the sketch and legal description attached to and made a part of this Ordinance as Exhibit A, is rezoned from Community Business District (B-2) to Planned Development District (PDD). The City of Sunrise Zoning District Map is hereby amended accordingly from Community Business District (B-2) to Planned Development District (PDD). The Applicant, the property owner, and their successors and assigns shall comply with all staff recommendations and conditions set forth in the Community Development Department's Staff Report to the City Commission, including those in the Staff Recommendation to the Planning and Zoning Board section. A copy of the Staff Report is attached to and made a part of this Ordinance as Exhibit B.

Section 3. Conflict. All ordinances or parts of ordinances, all City Code sections or parts of City Code sections, and all resolutions or parts of resolutions in conflict with this Ordinance are hereby repealed to the extent of such conflict.

Section 4. Severability. Should any provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, the same shall not affect the validity of the Ordinance as a whole, or any part thereof, other than the part declared to be invalid.

Section 6. Effective Date. This Ordinance shall be effective immediately upon its passage.

PASSED AND ADOPTED upon this first reading this _____ DAY OF_____, 2026.

PASSED AND ADOPTED upon this second reading this _____ DAY OF_____, 2026.

_____
Mayor Michael J. Ryan

Authentication:

_____
Felicia M. Bravo
City Clerk

FIRST READING		SECOND READING	
MOTION:	_____	MOTION:	_____
SECOND:	_____	SECOND:	_____
CLARKE:	____	CLARKE:	____
GUZMAN:	____	GUZMAN:	____
KERCH:	____	KERCH:	____
SCUOTTO:	____	SCUOTTO:	____
RYAN:	____	RYAN:	____

Approved by the City Attorney
as to Form and Legal Sufficiency

_____
Thomas P. Moss

SKETCH AND LEGAL DESCRIPTION
BY
PULICE LAND SURVEYORS, INC.
5381 NOB HILL ROAD
SUNRISE, FLORIDA 33351
TELEPHONE: (954) 572-1777 • E-MAIL: surveys@pulicelandsurveyors.com
CERTIFICATE OF AUTHORIZATION LB#3870

LEGAL DESCRIPTION:

ALL OF PARCEL "K-2" AND A PORTION OF PARCEL "K", "**NEW RIVER ESTATES, SECTION NINE"**, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 126, PAGE 46, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, MORE FULLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID PARCEL "K-2"; THENCE NORTH 89°52'18" EAST, ALONG THE NORTH LINE OF SAID PARCELS "K-2" AND "K", A DISTANCE OF 434.95 FEET TO A POINT OF CURVATURE OF A CIRCULAR CURVE; THENCE EASTERLY AND SOUTHEASTERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 354.39 FEET, A CENTRAL ANGLE OF 16°43'54", FOR AN ARC DISTANCE OF 103.49 FEET TO A POINT OF NON-TANGENCY; THENCE SOUTH 00°07'42" EAST 133.91 FEET; THENCE SOUTH 64°07'42" EAST 20.68 FEET TO A POINT OF CURVATURE OF A CIRCULAR CURVE; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 2232.21 FEET, A CENTRAL ANGLE OF 09°18'54", FOR AN ARC DISTANCE OF 362.91 FEET TO A POINT ON THE ARC OF A CIRCULAR CURVE CONCAVE SOUTHEASTERLY FROM WHICH A RADIAL LINE BEARS SOUTH 55°38'39" EAST, ALSO BEING REFERENCE POINT 'A'; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 8859.37 FEET, A CENTRAL ANGLE OF 05°15'37", FOR AN ARC DISTANCE OF 813.37 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL "K"; THENCE SOUTH 89°46'02" WEST 476.29 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL "K"; THENCE NORTH 00°07'42" WEST ALONG THE WEST LINE OF SAID PARCEL "K" 428.83 FEET; THENCE NORTH 89°52'18" EAST 200.00 FEET; THENCE NORTH 00°07'42" WEST 185.00 FEET; THENCE SOUTH 89°52'18" WEST 195.15 FEET TO A POINT ON SAID WEST LINE; THENCE NORTH 08°46'02" EAST ALONG SAID WEST LINE 214.36 FEET; THENCE NORTH 00°07'42" WEST ALONG THE WEST LINE OF SAID PARCEL "K-2" 208.71 FEET TO THE **POINT OF BEGINNING**.

LESS THE FOLLOWING:

A PORTION OF PARCEL "K", "**NEW RIVER ESTATES, SECTION NINE"**, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 126, PAGE 46, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT REFERENCE POINT 'A' BEING ON THE ARC OF A CIRCULAR CURVE CONCAVE SOUTHEASTERLY FROM WHICH A RADIAL LINE BEARS SOUTH 55°38'39" EAST; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 8859.37 FEET, A CENTRAL ANGLE OF 00°10'44", FOR AN ARC DISTANCE OF 27.65 FEET; THENCE NORTH 55°49'23" WEST 25.12 FEET TO THE **POINT OF BEGINNING**; THENCE SOUTH 32°37'24" WEST 24.02 FEET; THENCE NORTH 61°30'29" WEST 30.78 FEET; THENCE NORTH 61°30'45" WEST 23.42 FEET; THENCE NORTH 32°37'24" EAST 27.93 FEET; THENCE SOUTH 57°22'49" EAST 54.06 FEET TO THE **POINT OF BEGINNING.**

SAID LANDS LYING AND BEING IN THE CITY OF SUNRISE, BROWARD COUNTY, FLORIDA, AND CONTAINING A TOTAL OF 652,131 SQUARE FEET (14.9709 ACRES), MORE OR LESS.

CLIENT: H & M DEVELOPMENT	
SCALE: N/A	DRAWN: L.H.
ORDER NO.: 75103C; 73921C	
DATE: 2/11/25; REV 11/18/25	
REZONING	
SUNRISE, BROWARD COUNTY, FLORIDA	
FOR: SUNRISE HOTEL SITE	

THIS DOCUMENT IS NEITHER FULL NOR COMPLETE WITHOUT SHEETS 1 THRU 4, INCLUSIVE

John F Pulice
Digitally signed by John F Pulice
Date: 2025.11.18 17:56:47 -05'00'

☐ JOHN F. PULICE, PROFESSIONAL SURVEYOR AND MAPPER LS2691
☐ VICTOR R. GILBERT, PROFESSIONAL SURVEYOR AND MAPPER LS6274
☐ MICHAEL M. MOSSEY, PROFESSIONAL SURVEYOR AND MAPPER PSM5660
STATE OF FLORIDA

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BY
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SUNRISE, FLORIDA 33351
TELEPHONE: (954) 572-1777 • E-MAIL: surveys@pulicelandsurveyors.com
CERTIFICATE OF AUTHORIZATION LB#3870

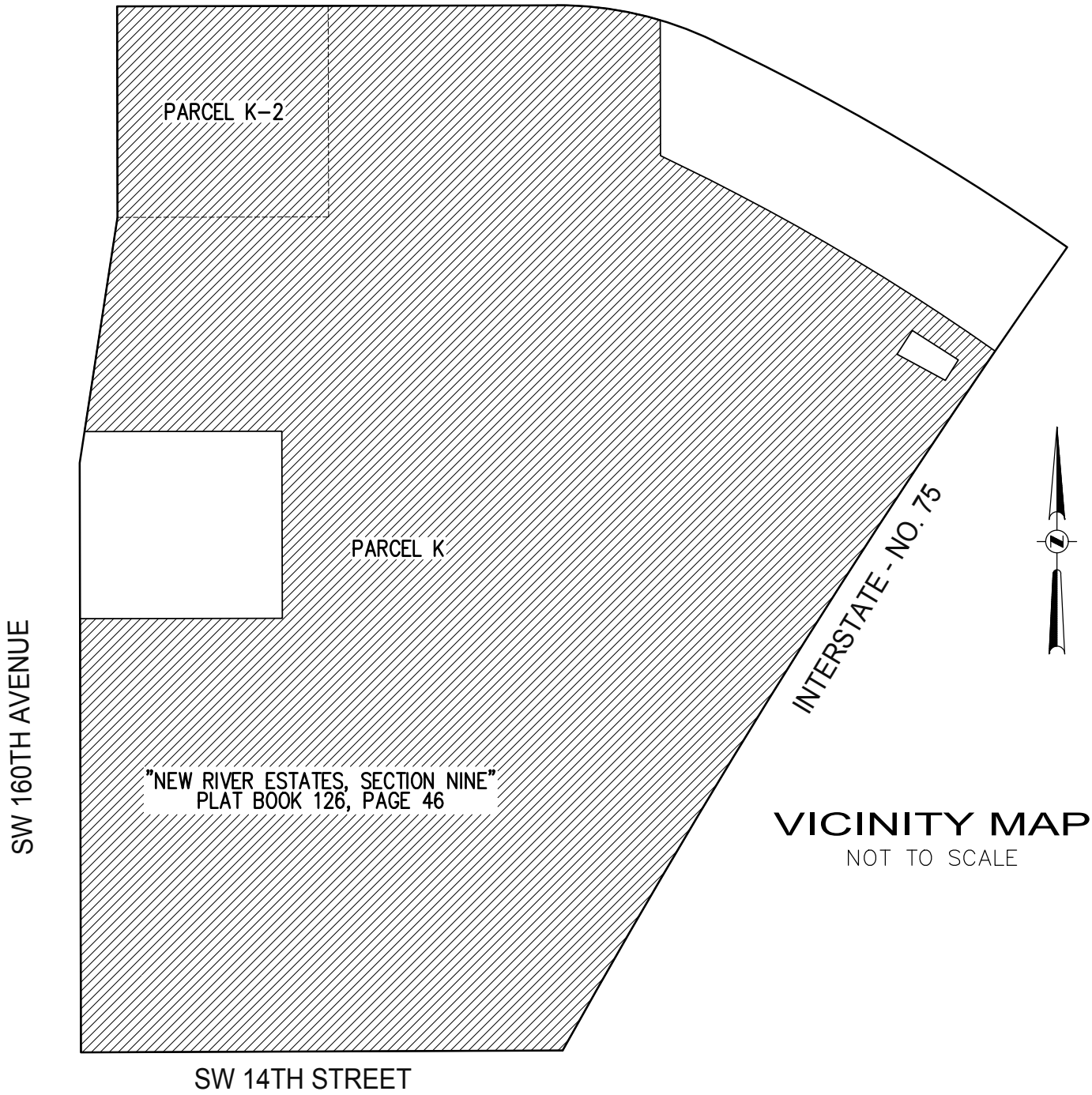
NOTES:

1. THIS SKETCH IS NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR AN ELECTRONIC SIGNATURE AND ELECTRONIC SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. BEARINGS ARE BASED ON AN ASSUMED MERIDIAN, WITH THE NORTH LINE OF PARCEL "K" BEING N89°52'18"E
3. THIS IS NOT A SKETCH OF SURVEY AND DOES NOT REPRESENT A FIELD SURVEY.
4. ALL RECORDED DOCUMENTS ARE PER BROWARD COUNTY PUBLIC RECORDS.

CLIENT: H & M DEVELOPMENT	
SCALE: N/A	DRAWN: L.H.
ORDER NO.: 75103C; 73921C	
DATE: 2/11/25; REV 11/18/25	
REZONING	
SUNRISE, BROWARD COUNTY, FLORIDA	
FOR: SUNRISE HOTEL SITE	

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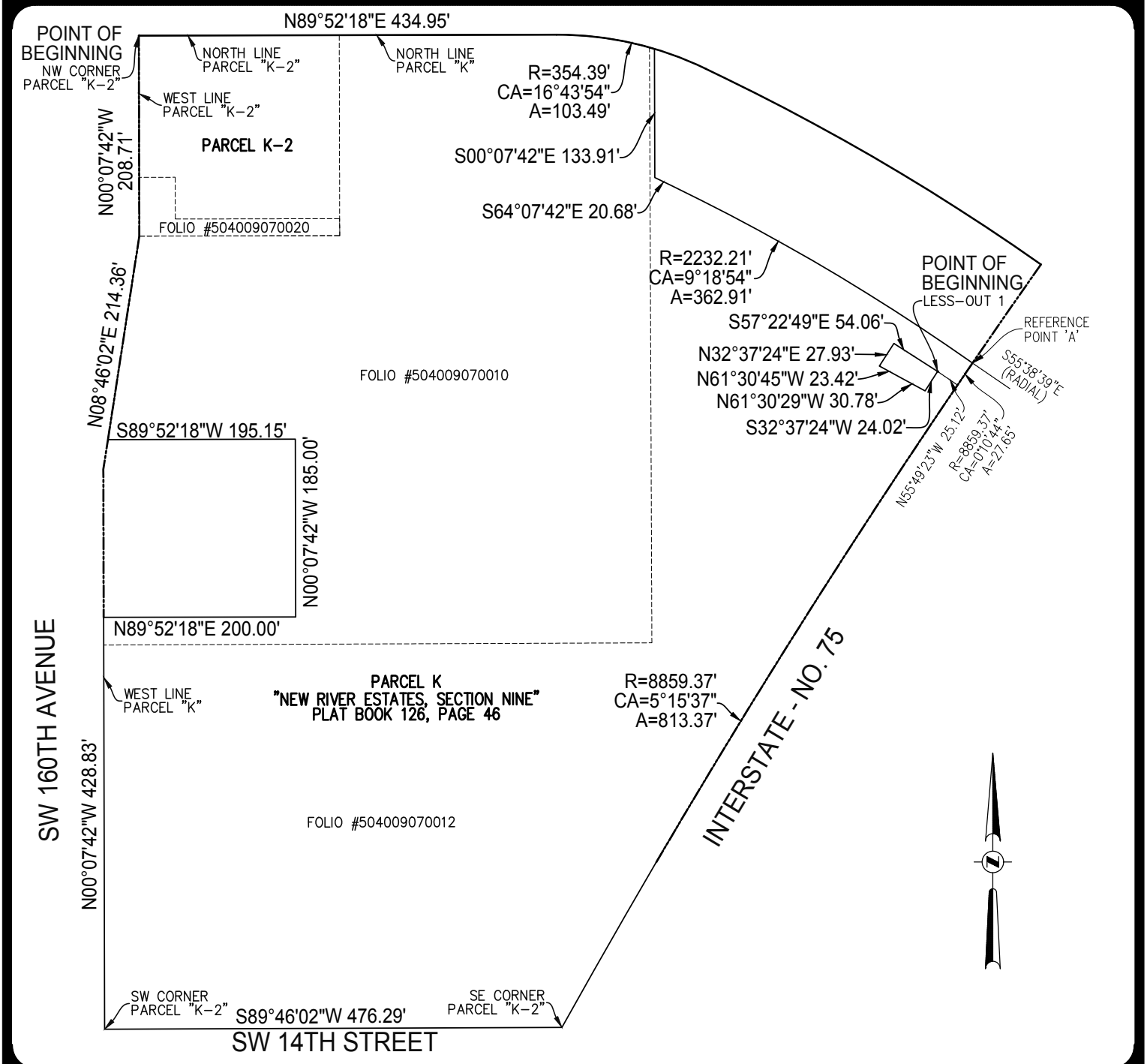


VICINITY MAP
NOT TO SCALE

CLIENT: H & M DEVELOPMENT	
SCALE: NTS	DRAWN: L.H.
ORDER NO.: 75103C; 73921C	
DATE: 2/11/25; REV 11/18/25	
REZONING	
SUNRISE, BROWARD COUNTY, FLORIDA	
FOR: SUNRISE HOTEL SITE	

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CLIENT: H & M DEVELOPMENT	
SCALE: 1"=150'	DRAWN: L.H.
ORDER NO.: 75103C; 73921C	
DATE: 2/11/25; REV 11/18/25	
REZONING	
SUNRISE, BROWARD COUNTY, FLORIDA	
FOR: SUNRISE HOTEL SITE	

SHEET 4 OF 4

THIS DOCUMENT IS NEITHER FULL NOR COMPLETE WITHOUT SHEETS 1 THRU 4, INCLUSIVE

LEGEND & ABBREVIATIONS:

R	RADIUS
CA	CENTRAL ANGLE
A	ARC LENGTH

STAFF REPORT

CAMINO REAL (REZONING)

Summary

This is an application to rezone approximately fifteen (15) acres from Community Business District (B-2) to Planned Development District (PDD), generally located at the northeast corner of SW 160 Avenue and SW 14 Street (Indian Trace), excluding the gas station, billboard site and day care center, as shown on the location map. Concurrently, the applicant is proposing to construct a hotel on the existing vacant parcel located on the eastern portion of the subject site and in a future phase redevelop portions of the rest of the shopping center as a mixed-use development with residential, commercial and office uses.

The property is currently zoned B-2 (Community Business District) and designated Commercial on the City's Future Land Use Map. The proposed rezoning requires City Commission approval pursuant Subsection 16-38(e) of the Land Development Code (LDC). In addition, per Subsection 16-109(e) of the LDC, upon application for rezoning to a PDD district, the applicant shall provide a Development Agreement in compliance with Sections 163.3220 - 163.3243, Florida Statutes and a PDD Master Plan.

The applicant has concurrently applied for and is seeking approval of a PDD Master, a Development of Regional Impact (DRI) amendment since the site is located within the 84 South DRI, and a Development Agreement for the subject site. In addition, the applicant has applied for site plan approval for a hotel on the vacant land.

General Information

The subject site's original master plan and phase I site plan was approved on April 27,1987 via Resolution No. 87-90 and subsequently approvals for other phased buildings were approved.

The site includes a commercial shopping center, known as Indian Trace Shopping Center, which includes retail, restaurant, a movie theater, a five (5) story office building, and vacant undeveloped land on the eastern section of the site. A billboard parcel is located within the proposed site for rezoning, however that portion is excluded from the rezoning request, as well as the existing gas station and day care center. Two vehicular access points exist from SW 160 Avenue.

Surrounding property uses include I-75 to the east, a hotel south across SW 14 Street within the Town of Davie, a gas station with a B-2 (Community Business District) zoning designation and a shopping center within the City of Weston across SW 160 Avenue on the west. To the north of the site is a day care center with a B-2 (Community Business District) zoning designation, a canal with a R-OS (Recreation-Open Space) zoning designation and a single family residential community with RS-3 (Low Density Single-Family Residential District).

Project Description

As per the City's LDC Sec. 16-109, the proposed rezoning provides the opportunity for additional design types by allowing for greater flexibility, creativity, and innovation in land development than other conventional zoning districts. This rezoning request is being proposed in order to facilitate the development of the vacant land (also known as Parcel 1) into a hotel located on the eastern portion of the subject site, as well as redevelopment of portions of the remaining shopping center as a mixed-use development with residential use at a future date.

As per Sec. 16-109(d)(13)(a) for Planned Development District (PDD) Development Standards, a developer seeking to rezone land to a PDD district may submit with the rezoning application proposed supplemental regulations for the PDD, to be included in the development agreement. Such submittal shall identify each provision of the proposed supplemental regulations that is in conflict with the PDD development regulations as provided in subsection (d). If approved as part of the PDD rezoning, the supplemental regulations shall supersede existing LDC regulations. The applicant is proposing the following alternative standards:

Proposed Setback Deviations Table

City Code Section	Deviation Type	Requirement	Provided	Justification
16-78(g)	Building Setbacks	Parcel 1 East Property Line: Adjacent to I-75': Min. of 75'	Parcel 1 11'-6"	Due to the adjacency of I-75, the building setback has been reduced to minimize the impact on the adjacent parcels and due to odd parcel shape/format. Additionally, required mitigation trees are proposed within the FDOT I-75 ROW to be installed by FDOT with the future roadway improvements project. These trees shall be bonded with the city via a fee-in-lieu contribution until after the 1 yr guarantee period post-installation. The future trees in the FDOT ROW will provide additional screening

				of the proposed development. Furthermore, enhanced landscaping including shrubs and groundcovers above code and a continuous Hedgerow planted at 60” height and maintained at 6 ft are provided within the on-site 9.5-foot minimum landscape buffer strip.

Proposed Parking & Loading Deviations Table

City Code Section	Deviation Type	Requirement	Provided	Justification
	Internal Sidewalks	Minimum of 5’ wide	Minimum of 4’ wide	Walkways within the parking areas are for internal purposes and therefore are proposed as 4’ wide, not the 5’ requested. These 4’ walkways allow the safe passage through the parking areas within the site. The sidewalks at the accessible spaces and at the primary connections to the building will be 5’ wide.
16-148 (d) (4)	Loading Zones for Parcel 1	Minimum of 2 required	1	Due to the nature of a hotel operation (limited deliveries/ laundry is performed in-house), the need to the second loading zone is not necessary.
16-142(b)(1)(a)	Standard Parking Space Size	10’ x 20’	9’ x 18’	The resulting parking areas due to the geometry of the property and the preferred building placement are best utilized using 9’ x 18’ standard parking spaces.

Proposed Open Space Deviations Table

City Code Section	Deviation Type	Requirement	Provided	Justification
16-109 (d) (8)	Open space	Minimum 15%	3.5%	Common open space has been provided in the form of public art located at the hotel entry, as well as the existing common open space within the shopping center. Additional open space will be provided in Phase 2 to reduce the deviation request.

Landscape Deviations

In order to provide the proposed landscaping in excess of current code requirements,

some of the site-specific landscape requirements shall be relocated from the code-required areas, to the various areas within the site. The code required quantity of trees shall be provided on-site but their location may not be in the code-required location. Therefore, the landscape design for the Project shall adhere to the provisions contained in Article VIII, Functional Landscaping of the City of Sunrise Code or Ordinances, except as set forth with the following deviations.

Proposed Landscape Deviations Table

City Code Section	Deviation Type	Requirement	Provided	Justification
Sec.16-169.(a)(1)a	Berm & Landscape Strip width	~~Combined 24" ht Min. Berm w/ 24" ht Shrub Line to 4 ft ht within Landscape Strip 20 ft width where abutting a trafficway (East @ I-75)~~ A bermed landscaped strip at least 20 foot width where abutting a trafficway (East @ I-75)	For Parcel 1: -9.5 ft Min. landscape strip (at back of house service sidewalk) -No Berm ~~-60" Ht. Hedge at install provided, to be maintained at 6 ft Ht~~	Due to the adjacency of I-75, odd parcel shape/format, and to minimize impacts to adjacent parcels **To be Provided:** -Enhanced landscaping including shrubs and ground covers above code are provided within the on-site 9.5 minimum landscape buffer strip. -Required Buffer trees provided including large maturing Shade Trees and meet intent of Code. Small trees are provided within the existing billboard view corridor & counted @ 2:1
Sec.16-169.(a).1.c	Berm Height Requirements	Average height of the berm plus hedge or shrub line shall be at least (4) feet The berm must be a minimum of (24) inches in height	-No Berm -60 inch height. Hedge at install provided, to be maintained at 6 feet Height	To be Provided: -Enhanced landscaping including shrubs and ground covers above code are provided within the on-site 9.5 foot minimum landscape buffer strip.
Sec.16-169.(a).2	Tree specifications	A required landscape strip shall include (1) tree per each (25) lineal feet or fraction thereof. No branching shall be permitted below five (5) feet except when said branches overhang a	-Branching proposed at 3.5 to 4 feet for small trees except in areas that overhang into pedestrian paths and bike lanes.	To be Provided: -Required Buffer trees provided including large maturing Shade Trees and meet intent of Code. Small trees are provided within the existing billboard view corridor & counted @ 2:1

		pedestrian or bike path		
Sec.16-169.(c)(2)	Grouping of Parking ~~and landscape islands~~	No grouping of parking spaces shall exceed eight (8) in a row	~~Five (5)~~ Six (6) groupings of parking to have nine (9) spaces in a row	This will help facilitate pedestrian circulation & accessibility to the principal structure
Sec.16-169.(c).2.a	Landscape Islands and Medians	Landscape islands and medians required to be 8 feet wide not including curbing	Landscape islands and medians proposed at 8 feet wide, including curbing	Due to odd parcel shape/format, increasing the landscape island and median width would require reducing drive aisle width below minimum code requirements.
Sec.16-169.(d).1	Pedestrian Zone Landscaping	In no case shall the required pedestrian zone have a foundation planting area less than eight (8) feet in width; nor shall more than five (5) feet of the width of the required pedestrian zone be paved except for necessary access perpendicular to building entries	For parcel 1: 10 FT Minimum Pedestrian Zone Landscaping (PZL), width to be provided with a planting area no less than 5 ft width. Required PZL may be relocated and the required planting areas reduced to no less than 2.5 ft width when recreational or other outdoor amenity spaces are proposed as part of the development South Façade: Min. 14.84 FT PZL w/ 9.84 FT Planting Area West Façade: Min. 10.5 FT PZL w/ 5.5 FT Planting Area, except Min. 2.5 FT Planting Area where PZL is relocated to South & West of pool terrace North Façade: 5 FT PLZ; 0 FT Planting Area, except Min. 4.45 FT Planting Area where PZL is relocated to North of pool terrace	Due to odd parcel shape/format, to provide site specific amenities incidental to the principal use (such as a pool for a hotel use, etc.), a reduced Pedestrian Zone Landscaping (PZL) width may be necessary in certain locations to accommodate required accessible routes

Sec.16-169.(d).3	Tree dimensions in Pedestrian Zone Landscape	Façade Ht.: 36 feet & greater Evergreen Tree Height: 18'-20' Ht., 9' spread Palm Ht.: 24-30 ft	Evergreen trees to be provided at 18' ht. Min. height, however where Slow Growing species are proposed, no less than 7 ft spread is specified	Reduced tree spreads provided in the PZL due to reduced PZL width and proximity to the multi-story structure.

Staff Evaluation

The applicant has addressed the criteria established in Subsection 16-38(c) of the LDC for approval of the proposed rezoning as follows:

(1) **That the request is consistent with the goals, objectives, policies, and intent of the City's Comprehensive Plan.**

Applicant Response: The applicant states the proposed Rezoning application is consistent with the following goals, objectives and policies of the City Comprehensive Plan:

Future Land Use Element

Goal 2: Provide for a varied and diverse mix of commercial opportunities to serve the residents of the City of Sunrise and the South Florida Region.

Applicant Response: The proposed rezoning seeks to provide a diverse mix of uses that will target the needs of the surrounding neighborhoods. The purpose of seeking the PDD zoning designation is to enable the property owner to deliver a wide range and mix of uses that could not be achieved under the current zoning designation.

Policy 2.1.3: The City of Sunrise shall continue to encourage integration of mixed land uses by utilizing innovative environmental protection regulations and zoning techniques such as planned commercial/office development with residential, public schools and environmental areas where suitable.

Applicant Response: By seeking the PDD zoning designation, the property is able to provide commercial, office and hotel uses within close proximity to one another. The goal is to create opportunities for less vehicular traffic and more availability to walk or bike to nearby commercial uses for those that work or live in close proximity to the Property.

Policy 16.1.1: Encourage the use of mixed land use development regulations in those areas where compatible mixed land use patterns currently exist or are planned. Emphasis shall be placed on pedestrian safety, joint use of open space, and coordinating drainage filtration and retention systems.

Applicant Response: The proposed rezoning establishes subdivision and land development regulations that will facilitate a well-planned, orderly, and aesthetically compatible development within the City. The rezoning supports a mix of uses that will enable the effective revitalization of the site. As the Property is already developed, the essential capital improvements— including roadway, utility, and drainage infrastructure—are in place to support the proposed Project. In addition, the Project will enhance pedestrian connectivity by providing a new sidewalk linking the proposed hotel to the existing shopping center, along with improved open spaces and an interconnected drainage system.

Goal 9 - Provide opportunities to serve the current and future needs of the City of Sunrise population and economy.

Applicant Response: The proposed PDD rezoning will facilitate the redevelopment of an underutilized parcel and enhance the existing commercial uses within the adjacent shopping center by introducing a modern, high-quality hotel use that is compatible with the surrounding area. The Project will serve as a catalyst for reinvestment on the Property and support the continued growth and economic vitality of the surrounding community. By improving the existing commercial environment and incorporating a new hospitality use, the proposed development is consistent with the City's long-term planning objectives and will provide additional amenities and opportunities for both residents and visitors.

Goal 14 - Protect Potable Water Wellfields, Zones of Influence, Wetlands and Areas Impacted by Mining and Fracking.

Applicant Response: This site is not within a potable water wellfield and there are no existing wetlands on the site.

Goal 15 - To minimize off-site runoff, flooding and erosion.

Applicant Response: The site is already permitted by SFWMD as part of the 84 South master drainage permit from SFWMD. A permit modification was later permitted for the Indian Trace Center under permit 06-00243-S. The drainage system is only required by provide ½" of dry pretreatment prior to discharging to the canal to the north. Water quality and water quantity are already provided for this site within the master lake system.

(2) That the request is consistent with the density, intensity and general uses set forth in the city's future land use map (FLUM).

Applicant Response: The proposed rezoning is consistent with the underlying Commercial future land use designation, which allows commercial, office and hotel uses. Additionally, residential uses are permitted, without the need to amend the City of Sunrise Future Land Use Plan map, provided that the City of Sunrise applies Flexibility and Redevelopment Units to the parcel pursuant to Policies 2.10.1 and 2.35.1 of the Broward County Land Use Plan (BCLUP) and the "Administrative Rules Document" Article 3.If Flexibility and Redevelopment units are not allocated, a future land use amendment may be required.

(3) That the request meets the purpose and criteria set forth in the city's land development code for the zoning district into which the property is to be converted.

Applicant Response: Section 16-109(a) of the Land Development Code states the purpose and intent of the PDD district ". . . is to promote and regulate the planned development of large projects, by allowing greater freedom of design, by improving the opportunity for flexibility, creativity and innovation in land development, by limiting the expenditure of public funds, and by achieving the intent of land use regulations." This section specifically lists the below criteria as the intent and purpose of the PDD district.

- Allow diversification of uses, structures, and open spaces when not in conflict with existing and permitted land uses on abutting properties.

  Applicant Response: The application of the PDD zoning designation will facilitate a coordinated mix of hotel, commercial, and future residential uses that are compatible with the surrounding development context. The Property is primarily bordered by commercial uses and I-75, with residential neighborhoods situated to the north. The proposed mix of uses has been thoughtfully planned to ensure compatibility with adjacent land uses and to maintain consistency with the established character and functional intent of the area.

- Reduce improvement costs through a more efficient use of land and a smaller network of utilities and streets than is possible through the application of standards contained in conventional land development regulations.

  Applicant Response: The Camino Real PDD will reduce improvement costs by creating a unified mixed-use development that relies on existing roadways and infrastructure. Applying the PDD zoning designation allows for a more efficient use of land and avoids the need for additional utility and roadway extensions that might otherwise be required under conventional zoning regulations.

- Conserve the natural amenities of land by encouraging the preservation of

environmentally significant, scenic or functional open space.

Applicant Response: There are no environmentally significant or scenic lands within the Camino Real PDD.

- Provide the maximum opportunity for the application of innovative site planning concepts to the creation of aesthetically pleasing environments for living, shopping, and working on properties of adequate size, shape and location.

Applicant Response: Per Section 16-109(d)(1), the minimum size for a PDD district is eight (8) acres. The Camino Real PDD is approximately 15 acres which exceeds this minimum and features a size and shape well suited to support a thoughtfully planned mix of hotel, commercial, office, and residential uses. Its location, along I-75, provides an ideal location to incorporate innovative site planning and design opportunities.

Phase 1 focuses on the development of a 174-room hotel, with site and building design that reflects an innovative approach to creating an aesthetically pleasing environment that supports both visitors and the surrounding community. The hotel parcel's design balances functionality with visual appeal, setting the tone for future development, and will include buildings of varying scales to create a neighborhood feel, while allowing for open areas that will serve as gathering spaces.

Phase 2 includes the existing Indian Trace Shopping Center, which provides ongoing commercial and office uses that will remain in place for the near future. Future plans for this phase will introduce residential, commercial, and office uses, further expanding the mixed-use character of the PDD.

- Ensure that development will occur according to the land use, site design, population density, building coverage, improvement standards, and construction phasing as authorized through the approval of a PDD master plan.

Applicant Response: All development within the Camino Real PDD will comply with all the standards listed within these guidelines and within the approved Camino Real PDD Master Plan.

- Provide the city commission a greater opportunity to enforce the goals, objectives and policies of the Comprehensive Plan on site-specific projects.

Applicant Response: Proposal is consistent with the Comprehensive Plan.

- Ensure that concurrent development of all uses will occur as the project is developed, so that the presumed synergy of the mixed uses will be achieved.

  Applicant Response: The proposed development is planned in multiple phases to foster the synergy inherent in mixed-use projects. Phase 1, focused on the hotel, establishes a foundational use that supports and attracts activity to the site. Phase 2, which includes the existing Indian Trace Shopping Center with commercial and office uses, is anticipated to introduce additional residential, commercial, and office development over time. Additionally, future pedestrian connections and improvements with access to transit and pedestrian facilities on SW 160th Ave. will be provided in Phase 2. Within 12 months of receiving entitlement approvals for the Camino Real PDD, the Applicant will revise the PDD and Master Plan to allocate residential density, revise any applicable Phase 2 approvals.

- Provide for other limitations, restrictions and requirements as deemed necessary.

  Applicant Response: All design requirements for the Camino Real PDD are listed in the Design Guidelines, which provide clear criteria for architecture, landscaping, lighting, signage, and other site elements. Uses within the PDD are limited to those outlined in the proposed Design Guidelines, which currently include hotel development in Phase 1 and a mix of commercial, office, and residential uses planned for Phase 2.

- To reduce the effects of natural disasters and to promote safer environments through strategic urban design.

  Applicant Response: The building will be designed in compliance with the latest edition of the Florida Building Code, as required by the City of Sunrise Building Division which incorporates the necessary structural criteria for resistance to high-wind events. All exterior elements, including impact resistant windows and doors, roofing designed for uplift, and attachment of appurtenances (such as AC equipment) will have tested systems for compliance with all applicable codes and structural criteria. The buildings within the Master Plan will have undulating frontages and heights, assisting in the distribution of wind-loads.

  Additionally, the finished floor of the hotel will be above the flood criteria for the geographic location, and the site drainage design will be designed to absorb the above-the-minimum rainfall. The site drainage is oriented to the middle of the site, minimizing the chance of any overflow onto adjacent properties and common areas.

(4) That the request is compatible with existing and proposed uses in the general vicinity.

Applicant Response: The proposed Camino Real PDD demonstrates compatibility with the existing and proposed uses in the general vicinity. The Property is enveloped by a diverse array of commercial, office, and residential developments, including the adjacent Indian Trace Shopping Center, which currently hosts retail and office uses that will remain *for Phase 1. The Phase 1 hotel use is strategically positioned to complement local commercial activity and addresses the demand for hospitality accommodations owing to its location near I-75. A future phase is planned to incorporate additional commercial, office, and residential components, aligning with the surrounding development and land use designations. The proposed variety of uses within the PDD are appropriate for the locality and aims to enrich the existing character of the neighborhood, particularly the residential community to the north, while fostering a vibrant and integrated community environment.*

(5) That the request will not place an undue burden on existing infrastructure and existing capacity for the property or its general vicinity or that the applicant will provide appropriate improvements to offset the impacts.

Applicant Response: A concurrency analysis demonstrating that the Project will not place an undue burden on existing infrastructure and existing capacity has been provided with this submittal. Additionally, on and off-site infrastructure has been analyzed for the existing development and Phase 1 impacts. Phase 2 impacts will be analyzed and addressed (as needed) at time of redevelopment.

(6) That the request shall document any changed or changing conditions which make approval of the request appropriate.

Applicant Response: Several changing circumstances underscore the appropriateness of the proposed rezoning from B-2 to PDD. Firstly, this rezoning aims to invigorate the existing shopping center, transforming it into a more dynamic and contemporary mixed-use development that meets the current needs of residents while aligning the established upscale character of the City. Secondly, the introduction of a hotel on an underutilized vacant parcel will foster compatibility with the surrounding area, activate a strategic site along I-75, and facilitate the redevelopment of the Indian Trace Shopping Center. The original design of the shopping center in the 1980's was tailored to the needs of and be consistent with the character of the surrounding neighborhood. Over time, the needs and character of the local community; however these aspects have evolved over time. This rezoning would enable the shopping center's redeveloped into a vibrant,

mixed-use space that better reflects the contemporary character of the neighborhood. Lastly, the proposed rezoning aligns with the City's commitment to upholding high development standards and enhancing the quality of its neighborhoods.

Staff Recommendation

Staff recommends approval of the proposed rezoning from Community Business District (B-2) to Planned Development District (PDD) subject to the following conditions as listed below:

1. The applicant shall provide an executed and unified control document prior to the first building permit for vertical construction as approved by the City Attorney's Office.
2. City Commission approval of the associated Master Plan (MP-000303-2025).
3. City Commission approval of the associated Development Agreement (DEVAG-000209-2025).

Planning and Zoning Board Recommendation, December 4, 2025

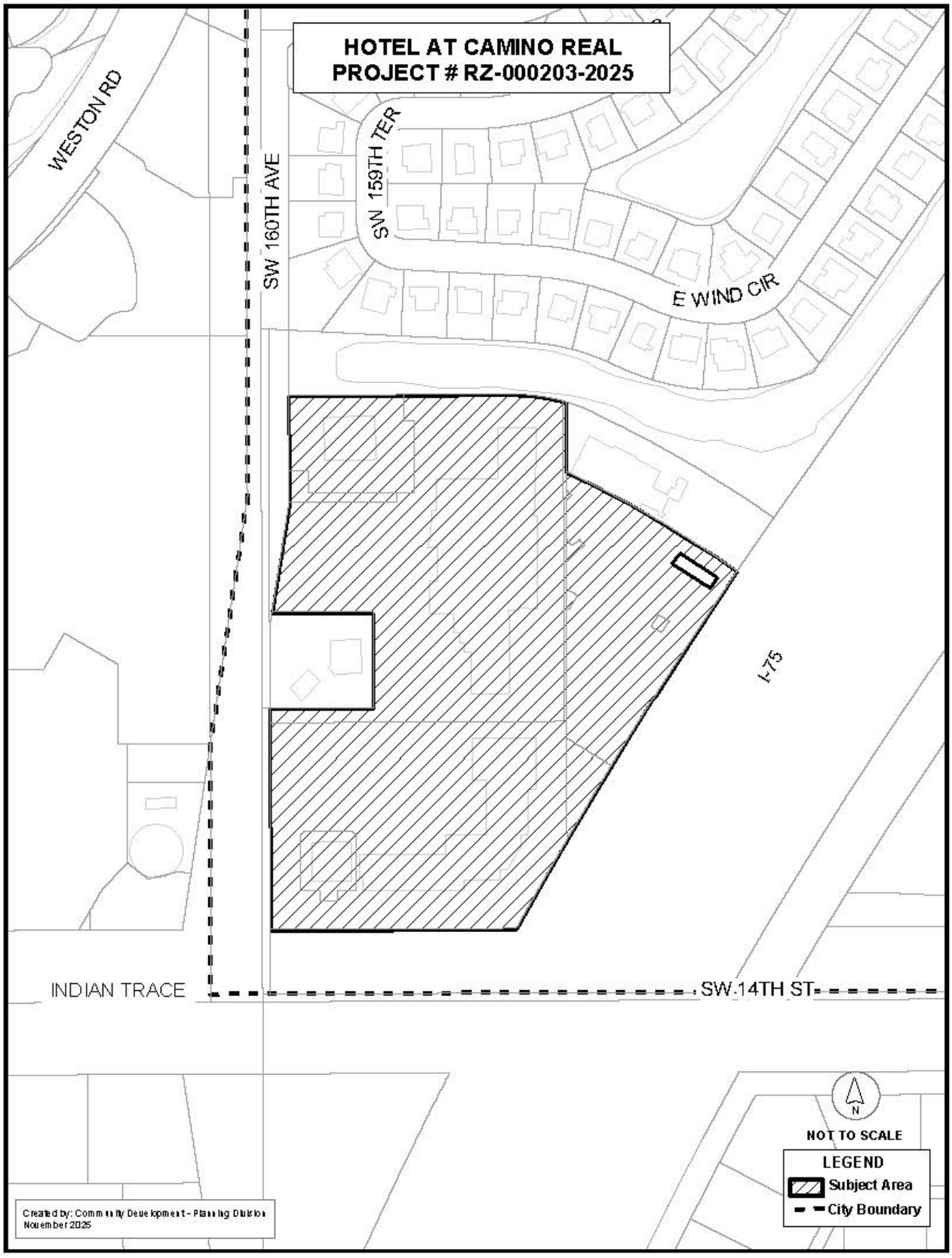
At its meeting on December 4, 2025, the Board approved Staff's recommendation subject to the conditions listed above.

Final Staff Recommendation to the City Commission, January 13, 2026

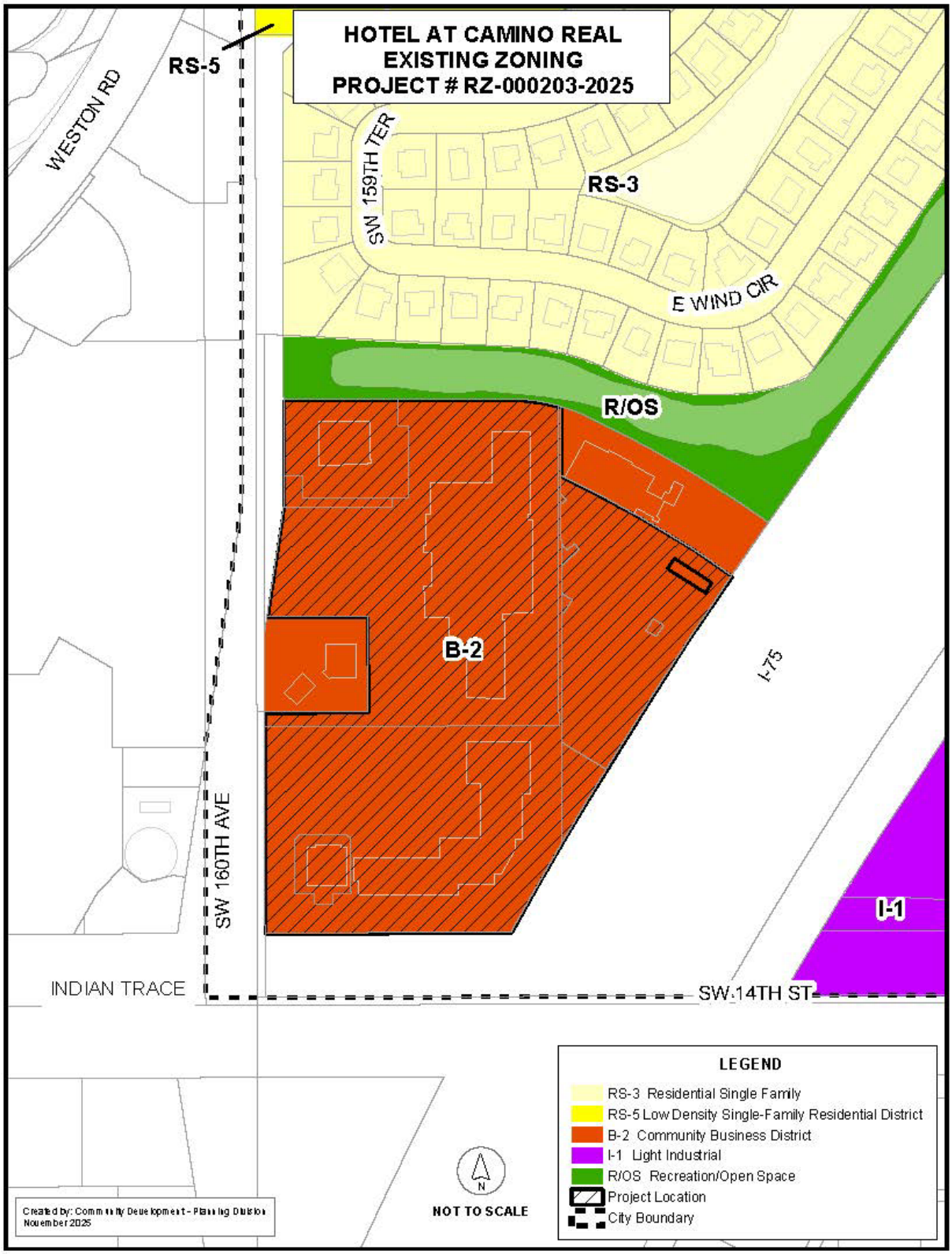
The staff report, specifically the Project Description Section in the Proposed Landscape Deviations Table has been updated as shown in strikethrough and underline to account for additional information provided. The referenced changes are not substantial. Staff recommends the approval of this application subject to the conditions listed above.

Planner: Sylvia Miller / Jim Koeth
File No. RZ-000203-2025

Location Map



Location Map with Existing Zoning Districts



MISKEL BACKMAN LLP
BONNIE MISKEL • SCOTT BACKMAN • ERIC COFFMAN • HOPE CALHOUN
DWAYNE DICKERSON • ELE ZACHARIADES • CHRISTINA BILENKI
DAVID MILLEDGE • SARA THOMPSON • JEFFREY SCHNEIDER • SAMUEL EPSTEIN

November 19, 2025

Ms. Shannon Ley, PE
Community Development Director
City of Sunrise
10770 West Oakland Park Boulevard
Sunrise, FL 33351

RE: Camino Real PDD-Rezoning Application

Dear Ms. Ley,

Weston Hotel Management 18 LLC ("Applicant") is the contract purchaser of the +/- 2.46-acre vacant parcel generally located on the northeast corner of SW 14th Street and SW 160th Avenue (folio: 504009070011) ("Vacant Parcel") in the City of Sunrise ("City"). Adjacent to the Vacant Parcel is the Indian Trace Shopping Center (folios: 504009070010, 504009070021, 504009070012, 504009070014, 504009070015, 504009070017, and 504009070020), collectively referred to with the Vacant Parcel as the "Property." The Property, totaling 14.98 acres, is zoned B-2, Community Business on the City's Zoning Map, and contains a Commercial future land use designation on the City's Future Land Use Map.

The Indian Trace Shopping Center's master plan, approved on April 27, 1987, authorized the existing commercial and office uses on-site. It has been revised over time, most recently on December 18, 2006. Although the plan included the future development of the Vacant Parcel as an Office Showroom, this portion of the project was never constructed. Now, the Applicant proposes to rezone the Property from B-2 to Planned Development District ("PDD") to redevelop the Property in two phases. Phase 1 includes the construction of a 174-unit hotel with a swimming pool, fitness center, meeting room, and dining facilities on the Vacant Parcel. Additionally, off-site improvements are proposed in Phase 1 at the entrance along SW 160th Avenue with a new drive-way entrance consisting of new striping, landscape island with trees, a new monument sign, sidewalk, and pavers and ground cover landscaping in median. As part of the surrounding roadway improvements, the Florida Department of Transportation (FDOT) is currently designing landscape enhancements along the I-75 corridor. The Applicant is proposing additional landscaping beyond FDOT's original plan to further enhance the area. To implement these enhancements, the Applicant will enter into an agreement with the City, through which the Applicant will pay the City for the cost of the additional landscaping, and the City will then forward those funds to FDOT so the improvements can be included in FDOT's overall plan. Phase 2

envisions a future mixed-use community featuring multifamily residential units, commercial spaces, and office uses (collectively, the "Project").

As part of the existing conditions on the Property, there is a small, separately folioed parcel (folio # 504009070016) located entirely within the boundaries of the Vacant Parcel (the "Billboard Parcel"), which contains a billboard structure. A portion of the billboard aerially extends over the Vacant Parcel, as is permitted by an existing Easement Agreement recorded in ORB 49050, Page 371, in the Public Records of Broward County, Florida. Following the Applicant's purchase of the Vacant Parcel, the property lines of the Billboard Parcel will be adjusted to include the portions of the billboard structure that currently hover over the Vacant Parcel. In turn, an easement will be granted back to the Vacant Parcel to allow for continued use of the land for hotel-related site improvements, such as landscaping, drive aisles, and parking. This Billboard parcel is not a part of the rezoning application.

In connection with the submission of the rezoning application, the Applicant is submitting a Master Plan application in accordance with Section 16-109(e) of the City's Land Development Code. The full application package includes a Site Plan, a Plat Note Amendment, Development Agreement with Design Guidelines and a DRI Amendment request to support the proposed Project. All applications and documents currently under review, which includes the Rezoning, Site Plan, Plat Note Amendment, Master Plan, Development Agreement, Design Guidelines, and DRI Amendment, are intended to authorize immediate development of a hotel within Phase 1 only. Phase 2 is planned to include future residential, commercial, and office uses on the remaining portions of the Property. While these general uses have been identified, specific plans for Phase 2 have not yet been developed. Within 12 months of receiving entitlement approvals for the Camino Real PDD, the Applicant will revise the PDD and Master Plan to allocate residential density, revise any applicable Phase 2 approvals. The Phase 2 approval process, among other things, will ensure that all concurrency and other impact associated with the proposed residential density are fully analyzed in accordance with applicable regulations.

Phase 1 of the Project will revitalize an underutilized parcel, whereas Phase 2 will enhance the existing commercial uses within the shopping center, together providing a modern, high-quality hospitality option that complements the surrounding area. The proposed Project will not only bring a quality hotel to the area but will also serve as a key step in revitalizing the Property and supporting the growth of the surrounding community. By modernizing the existing commercial uses and introducing a hotel, the Project will contribute to the City's long-term goals and provide new opportunities for residents and visitors alike. The Applicant will conduct public outreach efforts with the adjacent residential community to the north prior to the City Commission meeting.

The proposed rezoning seeks to better utilize the commercial uses to create a hub of activity that is best suited for a mix of uses that would cater to pedestrians and activities best located close to a hotel use. Per Section 16-38(c)of the City Code, the City Commission must find that a petition for a rezoning complies with each of the criteria listed below.

1. **The amendment is consistent with the goals, objectives and policies and intent of the City's Comprehensive Plan;**

   The proposed PDD rezoning is consistent with the following goals, objectives and policies of the City's Comprehensive Plan:

   Goal 2: Provide for a varied and diverse mix of commercial opportunities to serve the residents of the City of Sunrise and the South Florida Region.

   The proposed rezoning seeks to provide a diverse mix of uses that will target the needs of the surrounding neighborhoods. The purpose of seeking the PDD zoning designation is to enable the property owner to deliver a wide range and mix of uses that could not be achieved under the current zoning designation.

   Policy 2.1.3: The City of Sunrise shall continue to encourage integration of mixed land uses by utilizing innovative environmental protection regulations and zoning techniques such as planned commercial/office development with residential, public schools and environmental areas where suitable.

   By seeking the PDD zoning designation, the property is able to provide commercial, office and hotel uses within close proximity to one another. The goal is to create opportunities for less vehicular traffic and more availability to walk or bike to nearby commercial uses for those that work or live in close proximity to the Property.

   Policy 16.1.1: Encourage the use of mixed land use development regulations in those areas where compatible mixed land use patterns currently exist or are planned. Emphasis shall be placed on pedestrian safety, joint use of open space, and coordinating drainage filtration and retention systems.

   The proposed rezoning establishes subdivision and land development regulations that will facilitate a well-planned, orderly, and aesthetically compatible development within the City. The rezoning supports a mix of uses that will enable the effective revitalization of the site. As the Property is already developed, the essential capital improvements— including roadway, utility, and drainage infrastructure—are in place to support the proposed Project. In addition, the Project will enhance pedestrian connectivity by providing a new

sidewalk linking the proposed hotel to the existing shopping center, along with improved open spaces and an interconnected drainage system.

Goal 9 - Provide opportunities to serve the current and future needs of the City of Sunrise population and economy.

The proposed PDD rezoning will facilitate the redevelopment of an underutilized parcel and enhance the existing commercial uses within the adjacent shopping center by introducing a modern, high-quality hotel use that is compatible with the surrounding area. The Project will serve as a catalyst for reinvestment on the Property and support the continued growth and economic vitality of the surrounding community. By improving the existing commercial environment and incorporating a new hospitality use, the proposed development is consistent with the City's long-term planning objectives and will provide additional amenities and opportunities for both residents and visitors.

Goal 14 - Protect Potable Water Wellfields, Zones of Influence, Wetlands and Areas Impacted by Mining and Fracking.

This site is not within a potable water wellfield and there are no existing wetlands on the site.

Goal 15 - To minimize off-site runoff, flooding and erosion.

The site is already permitted by SFWMD as part of the 84 South master drainage permit from SFWMD. A permit modification was later permitted for the Indian Trace Center under permit 06-00243-S The drainage system is only required by provide ½" of dry pretreatment prior to discharging to the canal to the north. Water quality and water quantity are already provided for this site within the master lake system.

2. **That the request is consistent with the density, intensity and general uses set forth in the city's future land use map (FLUM).**

   The proposed rezoning is consistent with the underlying Commercial future land use designation, which allows commercial, office and hotel uses. Additionally, residential uses are permitted, without the need to amend the City of Sunrise Future Land Use Plan map, provided that the City of Sunrise applies Flexibility and Redevelopment Units to the parcel pursuant to Policies 2.10.1 and 2.35.1 of the Broward County Land Use Plan (BCLUP) and the "Administrative Rules Document" Article 3.

3. **That the request meets the purpose and criteria set forth in the city's land development code for the zoning district into which the property is to be converted.**

Section 16-109(a) of the Land Development Code states the purpose and intent of the PDD district ". . . is to promote and regulate the planned development of large projects, by allowing greater freedom of design, by improving the opportunity for flexibility, creativity and innovation in land development, by limiting the expenditure of public funds, and by achieving the intent of land use regulations." This section specifically lists the below criteria as the intent and purpose of the PDD district.

1) **Allow diversification of uses, structures, and open spaces when not in conflict with existing and permitted land uses on abutting properties.**

   The application of the PDD zoning designation will facilitate a coordinated mix of hotel, commercial, and future residential uses that are compatible with the surrounding development context. The Property is primarily bordered by commercial uses and I-75, with residential neighborhoods situated to the north. The proposed mix of uses has been thoughtfully planned to ensure compatibility with adjacent land uses and to maintain consistency with the established character and functional intent of the area.

2) **Reduce improvement costs through a more efficient use of land and a smaller network of utilities and streets than is possible through the application of standards contained in conventional land development regulations.**

   The Camino Real PDD will reduce improvement costs by creating a unified mixed-use development that relies on existing roadways and infrastructure. Applying the PDD zoning designation allows for a more efficient use of land and avoids the need for additional utility and roadway extensions that might otherwise be required under conventional zoning regulations.

3) **Conserve the natural amenities of land by encouraging the preservation of environmentally significant, scenic or functional open space.**

   There are no environmentally significant or scenic lands within the Camino Real PDD.

4) **Provide the maximum opportunity for the application of innovative site planning concepts to the creation of aesthetically pleasing environments for living, shopping, and working on properties of adequate size, shape and location.**

Per Section 16-109(d)(1), the minimum size for a PDD district is ten (10) acres. The Camino Real PDD is 14.98 acres which exceeds this minimum and features a size and shape well suited to support a thoughtfully planned mix of hotel, commercial, office, and residential uses. Its location, along I-75, provides an ideal location to incorporate innovative site planning and design opportunities.

Phase 1 focuses on the development of a 174-room hotel, with site and building design that reflects an innovative approach to creating an aesthetically pleasing environment that supports both visitors and the surrounding community. The hotel parcel's design balances functionality with visual appeal, setting the tone for future development, and will include buildings of varying scales to create a neighborhood feel, while allowing for open areas that will serve as gathering spaces.

Phase 2 includes the existing Indian Trace Shopping Center, which provides ongoing commercial and office uses that will remain in place for the near future. Future plans for this phase will introduce residential, commercial, and office uses, further expanding the mixed-use character of the PDD.

5) **Ensure that development will occur according to the land use, site design, population density, building coverage, improvement standards, and construction phasing as authorized through the approval of a PDD master plan.**

All development within the Camino Real PDD will comply with all the standards listed within these guidelines and within the approved Camino Real PDD Master Plan.

6) **Provide the city commission a greater opportunity to enforce the goals, objectives and policies of the Comprehensive Plan on site-specific projects.**

Please refer to the response to Section 16-38(c)(1) provided on page 2 above.

7) **Ensure that concurrent development of all uses will occur as the project is developed, so that the presumed synergy of the mixed uses will be achieved.**

The proposed development is planned in multiple phases to foster the synergy inherent in mixed-use projects. Phase 1, focused on the hotel, establishes a foundational use that supports and attracts activity to the site. Phase 2, which includes the existing Indian Trace Shopping Center with commercial and office uses, is anticipated to introduce additional residential, commercial, and office development

over time. Additionally, future pedestrian connections and improvements with access to transit and pedestrian facilities on SW 160th Ave. will be provided in Phase 2. Within 12 months of receiving entitlement approvals for the Camino Real PDD, the Applicant will revise the PDD and Master Plan to allocate residential density, revise any applicable Phase 2 approvals.

8) Provide for other limitations, restrictions and requirements as deemed necessary.

All design requirements for the Camino Real PDD are listed in the Design Guidelines, which provide clear criteria for architecture, landscaping, lighting, signage, and other site elements. Uses within the PDD are limited to those outlined in the proposed Design Guidelines, which currently include hotel development in Phase 1 and a mix of commercial, office, and residential uses planned for Phase 2.

9) To reduce the effects of natural disasters and to promote safer environments through strategic urban design.

The building will be designed in compliance with the latest edition of the Florida Building Code, as required by the City of Sunrise Building Division which incorporates the necessary structural criteria for resistance to high-wind events. All exterior elements, including impact resistant windows anddoors, roofing designed for uplift, and attachment of appurtenances (such as AC equipment) will have tested systems for compliance with all applicable codes and structural criteria. The buildings within the Master Plan will have undulating frontages and heights, assisting in the distribution of wind-loads.

Additionally, the finished floor of the hotel will be above the flood criteria for the geographic location, and the site drainage design will be designed to absorb the above-the-minimum rainfall. The site drainage is oriented to the middle of the site, minimizing the chance of any overflow onto adjacent properties and common areas.

4. That the request is compatible with existing and proposed uses in the general vicinity.

The proposed Camino Real PDD demonstrates compatibility with the existing and proposed uses in the general vicinity. The Property is enveloped by a diverse array of

commercial, office, and residential developments, including the adjacent Indian Trace Shopping Center, which currently hosts retail and office uses that will remain intact . The Phase 1 hotel use is strategically positioned to complement local commercial activity and addresses the demand for hospitality accommodations owing to its location near I-75. A future phase is planned to incorporate additional commercial, office, and residential components, aligning with the surrounding development and land use designations. The proposed variety of uses within the PDD are appropriate for the locality and aims to enrich the existing character of the neighborhood, particularly the residential community to the north, while fostering a vibrant and integrated community environment.

5. **That the request will not place an undue burden on existing infrastructure and existing capacity for the property or its general vicinity or that the applicant will provide appropriate improvements to offset the impacts.**

   A concurrency analysis demonstrating that the Project will not place an undue burden on existing infrastructure and existing capacity has been provided with this submittal. Additionally, on and off-site infrastructure has been analyzed for the existing development and Phase 1 impacts. Phase 2 impacts will be analyzed and addressed (as needed) at time of Redevelopment (as defined in the development agreement and design guidelines).

6. **That the request shall document any changed or changing conditions which make approval of the request appropriate.**

   Several changing circumstances underscore the appropriateness of the proposed rezoning from B-2 to PDD. Firstly, this rezoning aims to invigorate the existing shopping center, transforming it into a more dynamic and contemporary mixed-use development that meets the current needs of residents while aligning the established upscale character of the City. Secondly, the introducing a hotel on an underutilized vacant parcel will foster compatibility with the surrounding area, activate a strategic site along I-75, and facilitate the redevelopment of the Indian Trace Shopping Center. The original design of the shopping center in the 1980's was tailored to the needs of and be consistent with the character of the surrounding neighborhood. Over time, the needs and character of the local community; however these aspects have evolved over time. This rezoning would enable the shopping center's redeveloped into a vibrant, mixed-use space that that better reflects the contemporary character of the neighborhood. Lastly, the proposed rezoning aligns with the City's commitment to upholding high development standards and enhancing the quality of its neighborhoods.

Following your review, if you have any questions or require additional information, please feel free to contact me.

Thank you,

Scott Backman, Esq.
sbackman@miskelbackman.com

Bowman

Indian Trace Center

Traffic Analysis

Broward County, Florida

Bowman Project No. 314281-01-001

Prepared for:

H&M Development, LLC.
20200 West Dixie Hwy. Suite 1206
Aventura, FL 33180

August 2025

bowman.com

Indian Trace Center
Traffic Analysis

Broward County, FL

Prepared for:
H&M Development, LLC.
20200 West Dixie Hwy. Suite 1206
Aventura, FL 33180

Prepared by:
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2090 Palm Beach Lakes Blvd, Suite 400
West Palm Beach, FL 33409
561.840.8650



Natalia T. Lercari, P.E.
Professional Engineer
License No. 68205
State of Florida, Board of Professional Engineers

August 2025

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Introduction

Bowman Consulting Group, LTD. (Bowman) has prepared a traffic analysis for the redevelopment of the Indian Trace Center, located at the northeast corner of Indian Trace/SW 14 Street and SW 160 Avenue, in the City of Sunrise, Florida. The site currently includes 100,776 square feet of commercial and 29,000 square feet of office, as well as a vacant parcel that is approved for 22,800 square feet of warehouse and 7,800 square feet of office. The vacant parcel will be redeveloped to include a 174-room hotel.

This study evaluates the traffic impacts associated with the proposed development on the surrounding roadway network for three (3) scenarios: Existing (2025) conditions, Background (2027) conditions (future traffic without project traffic), and Total (2027) conditions (future traffic with project traffic). The study methodology letter is included in **Appendix A**. The site location is graphically depicted on **Figure 1**. The site plan is attached in **Appendix B**.

The study area for the project includes the following study intersections, graphically shown on Figure 1:

- SW 160 Avenue at Indian Trace (unsignalized)
- SW 160 Avenue at Indian Trace Center Entrance (unsignalized)

Figure 1 Site Location



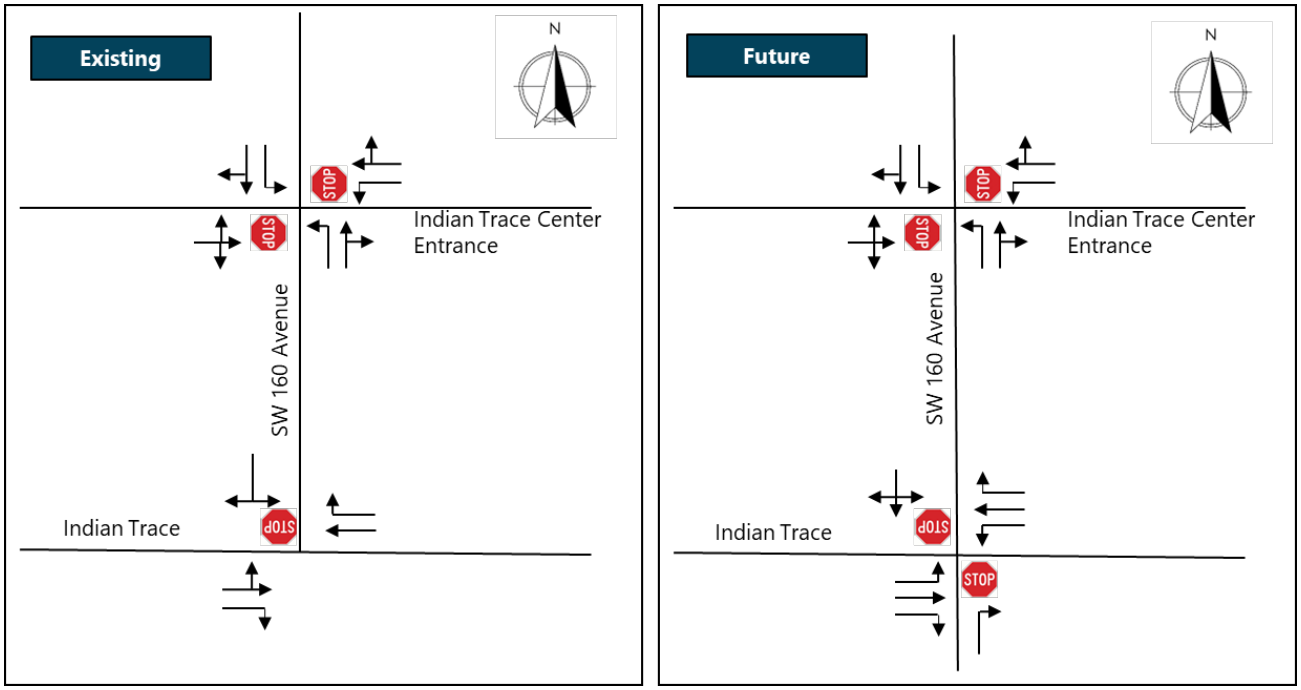
Roadway Characteristics

Indian Trace is a two-lane, two-way roadway with a posted speed limit of 40 Miles Per Hour (MPH). Sidewalk exists on the north side of the roadway. Street lighting, curb/gutter, and guardrail exist on both sides of the roadway, east of SW 160 Avenue.

SW 160 Avenue is a two-lane, two-way road with no posted speed limit. Sidewalk exists on the east side of the roadway, north of Indian Trace. Curb/gutter exists on the east side of the roadway, north of Indian Trace to just south of Indian Trace Center Entrance.

The study intersections are currently unsignalized. The land uses surrounding the study intersections includes a mix of retail, restaurant and office land uses, as well as a future hotel site at the southeast corner of Indian Trace and SW 160 Avenue. The existing intersection geometry is shown on **Figure 2**. As part of the development of the proposed Home2 Suites hotel at the southeast corner of Indian Trace and SW 160 Avenue, intersection improvements are proposed at the Indian Trace/SW 160 Avenue intersection. In addition, the City of Weston is proposing additional improvements at the same intersection. The future intersection geometry is shown on Figure 2. The future intersection improvement plans are attached in **Appendix C**.

Figure 2 Intersection Geometry



Traffic Volumes

Existing (2025) Conditions

Turning movement counts were collected at the study intersection on Tuesday, May 13, 2025, from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. The data is included in **Appendix D**. The collected counts were adjusted to reflect peak season conditions by applying a Peak Season Conversion Factor (PSCF) of 1.00 obtained from the *2024 Florida Department of Transportation (FDOT) Peak Season Factor Category Report*, included in Appendix D. The AM and PM peak hour intersection volume development tables are included in Appendix D. Existing peak hour traffic volumes are graphically shown on **Figure 3**.

Background (2027) Conditions

Traffic volumes for Background (2027) traffic conditions were calculated by applying a growth rate to existing volumes based on five-year (2019 - 2024) and ten-year (2014 - 2024) trend analysis from FDOT count stations 86-7094, 86-9122, 86-9190, and 86-9433 near the site. The calculated growth rate is negative. Therefore, a minimum 1.00 percent growth rate was used for the analysis. The trend analysis tables and summary growth rate calculations are attached in Appendix D**.** The approved Home2 Suites hotel to be located at the southeast corner of SW 160 Avenue and Indian Trace is included as a committed development project, information for which is attached in Appendix D. Background peak hour traffic volumes are graphically shown on **Figure 4**.

Figure 3 Existing (2025) Volumes

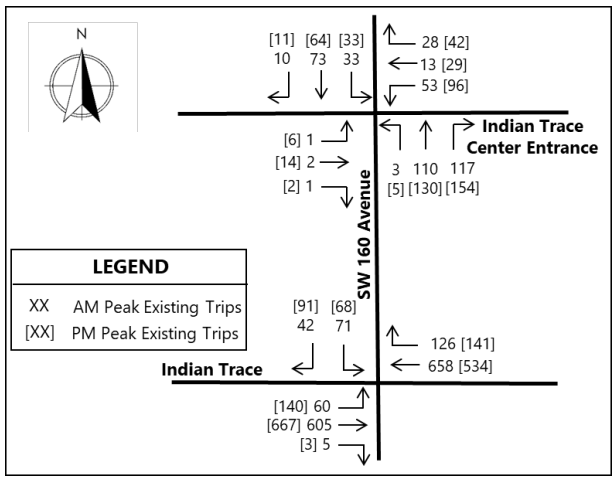
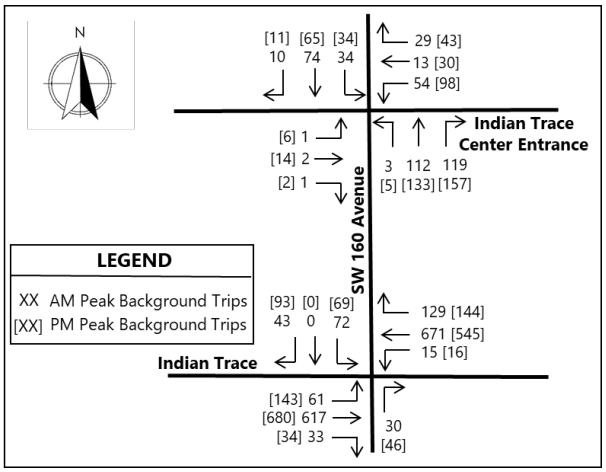


Figure 4 Background (2027) Volumes



Total (2027) Conditions

Project Driveway Access and Trip Generation

Access to the project site will be provided via two (2) existing full access, driveway connections to SW 160 Avenue. Using information obtained from the Institute of Transportation Engineers (ITE), *Trip Generation Manual,* 11th Edition, excerpts of which are attached in **Appendix E**, trip generation estimates were developed for the existing and proposed land uses. The trip generation analysis for daily, AM peak hour, and PM peak hour conditions is summarized in **Table 1**. The analysis indicates that the proposed development is anticipated to result in an increase of 1,133 daily trips, 70 AM peak hour trips, and 79 PM peak hour trips, when compared to the existing development. For informational purposes, trip generation analysis was performed comparing the approved versus proposed development and is attached in **Appendix F**.

TABLE 1
TRIP GENERATION ANALYSIS
INDIAN TRACE CENTER TRAFFIC ANALYSIS

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE [1]	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS[1]				EXTERNAL TRIPS			PASS-BY[1]		NEW TRIPS		
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL			IN	OUT	TOTAL
DAILY																				
EXISTING USE																				
Shopping Plaza (40-150K) No Supermarket	821	100,776 SF	T = 67.52 (X)	50%	50%	3,402	3,402	6,804	47	34	81	1.20%	3,355	3,368	6,723	2,689	40.00%	2,010	2,024	4,034
General Office Building	710	29,000 SF	Ln(T)= 0.87 Ln(X)+ 3.05	50%	50%	198	197	395	34	47	81	20.50%	164	150	314	0	0.00%	164	150	314
SUBTOTAL						**3,600**	**3,599**	**7,199**	**81**	**81**	**162**	**2.3%**	**3,519**	**3,518**	**7,037**	**2,689**		**2,174**	**2,174**	**4,348**
PROPOSED USE																				
Shopping Plaza (40-150K) No Supermarket	821	100,776 SF	T = 67.52 (X)	50%	50%	3,402	3,402	6,804	149	90	239	3.5%	3,253	3,312	6,565	2,626	40.00%	1,940	1,999	3,939
General Office Building	710	29,000 SF	Ln(T)= 0.87 Ln(X)+ 3.05	50%	50%	198	197	395	36	47	83	21.0%	162	150	312	0	0.00%	162	150	312
Hotel	310	174 Rooms	T = 7.99 (X)	50%	50%	695	695	1,390	56	104	160	11.5%	639	591	1,230	0	0.00%	639	591	1,230
SUBTOTAL						**4,295**	**4,294**	**8,589**	**241**	**241**	**482**	**5.6%**	**4,054**	**4,053**	**8,107**	**2,626**		**2,741**	**2,740**	**5,481**
NET DIFFERENCE FROM EXISTING USES						**695**	**695**	**1,390**	**160**	**160**	**320**		**535**	**535**	**1,070**	**-63**		**567**	**566**	**1,133**
AM PEAK HOUR																				
EXISTING USE																				
Shopping Plaza (40-150K) No Supermarket	821	100,776 SF	T = 1.73 (X)	62%	38%	108	66	174	2	2	4	2.30%	106	64	170	68	40.00%	64	38	102
General Office Building	710	29,000 SF	Ln(T)= 0.86 Ln(X)+ 1.16	88%	12%	51	7	58	2	2	4	6.90%	49	5	54	0	0.00%	49	5	54
SUBTOTAL						**159**	**73**	**232**	**4**	**4**	**8**	**3.4%**	**155**	**69**	**224**	**68**		**113**	**43**	**156**
PROPOSED USE																				
Shopping Plaza (40-150K) No Supermarket	821	100,776 SF	T = 1.73 (X)	62%	38%	108	66	174	6	2	8	4.6%	102	64	166	66	40.00%	61	39	100
General Office Building	710	29,000 SF	Ln(T)= 0.86 Ln(X)+ 1.16	88%	12%	51	7	58	4	2	6	10.3%	47	5	52	0	0.00%	47	5	52
Hotel	310	174 Rooms	T = 0.50 (X)- 7.45	56%	44%	45	35	80	0	6	6	7.5%	45	29	74	0	0.00%	45	29	74
SUBTOTAL						**204**	**108**	**312**	**10**	**10**	**20**	**6.4%**	**194**	**98**	**292**	**66**		**153**	**73**	**226**
NET DIFFERENCE FROM EXISTING USES						**45**	**35**	**80**	**6**	**6**	**12**		**39**	**29**	**68**	**-2**		**40**	**30**	**70**
PM PEAK HOUR																				
EXISTING USE																				
Shopping Plaza (40-150K) No Supermarket	821	100,776 SF	T = 5.19 (X)	49%	51%	256	267	523	10	3	13	2.50%	246	264	510	204	40.00%	146	160	306
General Office Building	710	29,000 SF	Ln(T)= 0.83 Ln(X)+ 1.29	17%	83%	10	49	59	3	10	13	22.00%	7	39	46	0	0.00%	7	39	46
SUBTOTAL						**266**	**316**	**582**	**13**	**13**	**26**	**4.5%**	**253**	**303**	**556**	**204**		**153**	**199**	**352**
PROPOSED USE																				
Shopping Plaza (40-150K) No Supermarket	821	100,776 SF	T = 5.19 (X)	49%	51%	256	267	523	15	12	27	5.2%	241	255	496	198	40.00%	144	154	298
General Office Building	710	29,000 SF	Ln(T)= 0.83 Ln(X)+ 1.29	17%	83%	10	49	59	3	10	13	22.0%	7	39	46	0	0.00%	7	39	46
Hotel	310	174 Rooms	T = 0.74 (X) - 27.89	51%	49%	52	49	101	9	5	14	13.9%	43	44	87	0	0.00%	43	44	87
SUBTOTAL						**318**	**365**	**683**	**27**	**27**	**54**	**7.9%**	**291**	**338**	**629**	**198**		**194**	**237**	**431**
NET DIFFERENCE FROM EXISTING USES						**52**	**49**	**101**	**14**	**14**	**28**		**38**	**35**	**73**	**-6**		**41**	**38**	**79**

(1) Source: ITE Trip Generation Manual, 11th Edition

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Project Trip Distribution

The project distribution was based on a review of existing traffic volumes and roadway characteristics for the surrounding roadway network, and nearby land uses. For the Indian Trace/SW 160 Avenue intersection, the project distribution was based on a review of the following FDOT Count Stations:

- To/from north on Weston Road: Station 86-9433, 2024 AADT 17,700
- To/from south on Weston Road: Station 86-9190, 2024 AADT 17,200
- To/from west on Indian Trace: Station 86-7094, 2024 AADT 16,200
- To/from east on Indian Trace: Station 86-9122, 2024 AADT 15,000

For the Indian Trace Center Entrance/SW 160 Avenue intersection, the project distribution was based on a review of existing traffic volumes. The project distribution and/or increase in net new trips and pass-by trips are graphically shown on **Figure 5** and **Figure 6**, respectively. The increase for total trips and Total peak hour traffic volumes are graphically shown on **Figure 7** and **Figure 8**, respectively.

Figure 5 Net New Trip Increase

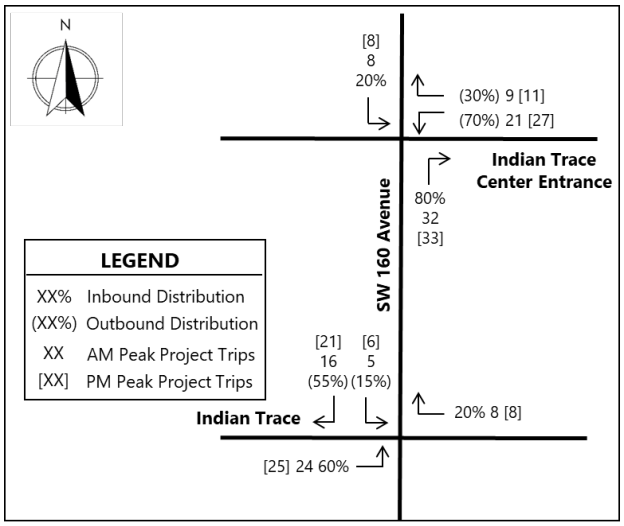


Figure 6 Pass-by Trip Increase

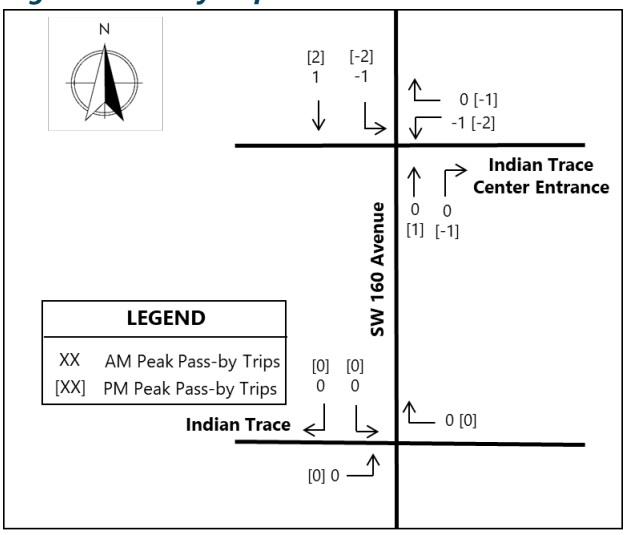


Figure 7 Total Trip Increase

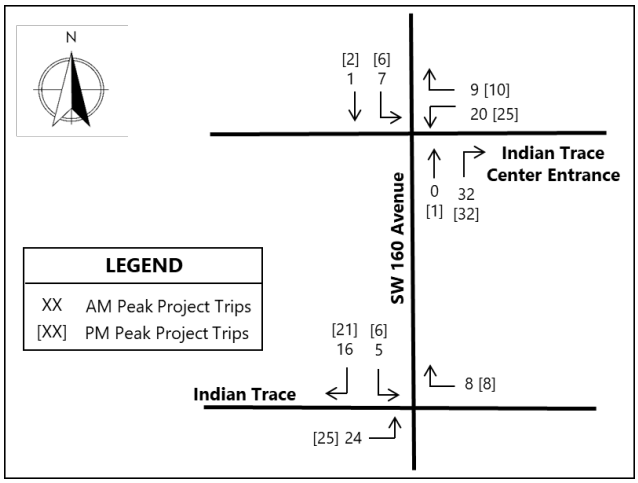
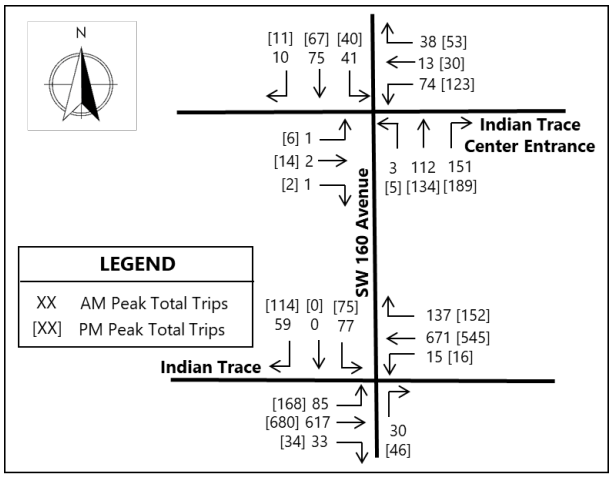


Figure 8 Total (2027) Volumes



Intersection Capacity Analysis

Intersection capacity analysis was performed for the study intersections during the AM and PM peak hours for Existing, Background, and Total conditions, using the Synchro 12 software, HCM 7th Edition methodology. Peak hour factors and heavy vehicle percentages were based on the collected data. A single peak hour factor and heavy vehicle percentage were used for all movements based on the data for each intersection. The intersection capacity analysis worksheets are provided in **Appendix G**.

Results of the AM and PM peak hour intersection capacity analyses are summarized in **Table 2**. The intersection of SW 160 Avenue and Indian Trace Center Entrance currently operates, as is expected to continue to operate, at an acceptable overall level of service (LOS) during Existing, Background, and Total conditions. All approaches and travel movements currently operate, and are expected to continue to operate, at an acceptable level of service during Existing, Background, and Total traffic conditions. The queues for the exclusive turn lanes are expected to be contained within the available storages.

Table 2 Intersection Capacity Analysis Summary

Location	Conditions	Time	Level of Service									
			Overall		EB		WB		NB		SB	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
SW 160 Avenue at Indian Trace Center Entrance	Existing	AM	A	3.2	B	11.4	B	11.7	A	0.1	A	2.3
		PM	A	4.6	B	12.5	B	12.7	A	0.1	A	2.4
	Background	AM	A	3.2	B	11.5	B	11.8	A	0.1	A	2.3
		PM	A	4.6	B	12.6	B	12.8	A	0.1	A	2.5
	Total	AM	A	3.8	B	11.9	B	12.6	A	0.1	A	2.6
		PM	A	5.2	B	13.1	B	13.9	A	0.1	A	2.8
Indian Trace at SW 160 Avenue	Existing	AM	A	6.5	A	0.9	A	0.0	-	-	F	85.3
		PM	B	14.9	A	1.7	A	0.0	-	-	F	145.5
	Background	AM	C	16.3	A	0.9	A	0.2	B	13.6	F	227.3
		PM	D	33.5	A	1.7	A	0.2	B	14.7	F	351.7
	Total	AM	D	27.1	A	1.2	A	0.2	B	13.6	F	332.9
		PM	F	53.8	A	2.0	A	0.2	B	14.7	F	507.0

For the Indian Trace/SW 160 Avenue intersection, the eastbound, westbound, and northbound (future only) approaches currently operate, and are expected to continue to operate, at an acceptable level of service during Existing, Background, and Total conditions. The southbound approach currently operates, and will continue to operate, at LOS F during AM and PM peak hours. The 95th percentile queues for the southbound approach are five (5) vehicles during the AM peak hour and nine (9) vehicles during the PM peak hour. During Background conditions, the 95th percentile queues for the southbound approach will be eight (8) vehicles during the AM peak hour and 13 vehicles during the PM peak hour. During Total conditions, the 95th percentile queues for the southbound approach will be 11 vehicles during the AM peak hour and 17 vehicles during the PM peak hour. Field observed queues were slightly less than Synchro reported queues for existing conditions; therefore, actual future queues are expected to be less than the Synchro reported queues.

Crash Evaluation

Given the existing and future delays and queues for the southbound approach, a safety evaluation was performed to determine if existing excessive delays and queues are contributing to unsafe risky maneuvers and crashes.

The crash data for January 2019 through December 2024 was downloaded from Signal Four Analytics. Police reports for all crashes were reviewed. A summary of the crashes at the intersection of Indian Trace and SW 160 Avenue is provided in **Table 3**. A collision diagram is included on **Figure 9**.

Table 3 Crash Summary

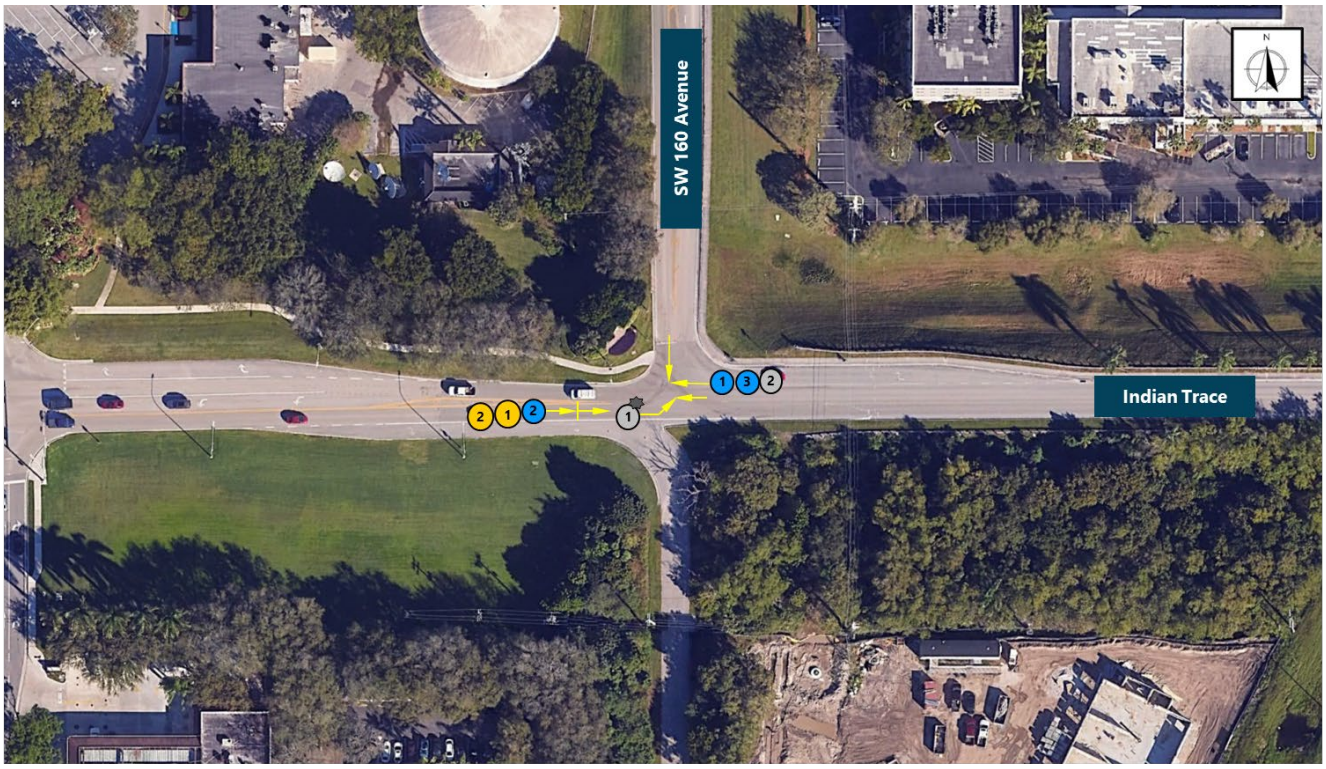
Indian Trace and SW 160 Avenue		Number of Crashes Year						6 Year Total Crashes	Mean Crashes Per Year	%
		2019	2020	2021	2022	2023	2024			
CRASH TYPE	Rear End	0	0	1	2	0	0	3	0.50	42.9%
	Head On	0	0	0	0	0	0	0	0.00	0.0%
	Angle	0	0	2	0	1	0	3	0.50	42.9%
	Left Turn	0	0	0	0	1	0	1	0.17	14.3%
	Right Turn	0	0	0	0	0	0	0	0.00	0.0%
	Sideswipe	0	0	0	0	0	0	0	0.00	0.0%
	Backed Into	0	0	0	0	0	0	0	0.00	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.00	0.0%
	Bicycle	0	0	0	0	0	0	0	0.00	0.0%
	Fixed Object	0	0	0	0	0	0	0	0.00	0.0%
	Off Road	0	0	0	0	0	0	0	0.00	0.0%
	Rollover	0	0	0	0	0	0	0	0.00	0.0%
	Other	0	0	0	0	0	0	0	0.00	0.0%
	Total Crashes	**0**	**0**	**3**	**2**	**2**	**0**	**7**	**1.17**	**100.0%**
SEVERITY	PDO Crashes	0	0	1	1	1	0	3	0.50	42.9%
	Fatal Crashes	0	0	0	0	0	0	0	0.00	0.0%
	Injury Crashes	0	0	2	1	1	0	4	0.67	57.1%
LIGHTING CONDITIONS	Daylight	0	0	3	2	1	0	6	1.00	85.7%
	Night	0	0	0	0	1	0	1	0.17	14.3%
	Unknown	0	0	0	0	0	0	0	0.00	0.0%
SURFACE CONDITIONS	Dry	0	0	2	1	1	0	4	0.67	57.1%
	Wet	0	0	1	1	1	0	3	0.50	42.9%
	Unknown	0	0	0	0	0	0	0	0.00	0.0%

The key findings from the crashes at Indian Trace and SW 160 Avenue include the following:

- Seven (7) crashes occurred from January 2019 to December 2024, with zero (0) crashes in 2019, zero (0) crashes in 2020, three (3) crashes in 2021, two (2) crashes in 2022, two (2) crashes in 2023, and zero (0) crashes in 2024.
- The crashes included three (3) eastbound rear end crashes, three (3) angle crashes involving southbound and westbound vehicles, and one (1) left turn crash involving an eastbound left turn vehicle.
- A contributing factor for the rear end crashes was eastbound vehicles waiting in the eastbound through lane to turn left onto SW 160 Avenue to head north because there is no exclusive left turn lane.

- A contributing factor for the angle crashes was westbound vehicles traveling at a high rate of speed.
- Three (3) crashes (42.9 percent) were property damage only, four (4) crashes (57.1 percent) were injury crashes, and there were no fatal crashes.
- Six (6) crashes (85.7 percent) occurred during daytime conditions, and one (1) crash (14.3 percent) occurred during nighttime conditions.
- Four (4) crashes (57.1 percent) occurred under dry surface conditions, and three (3) crashes (42.9 percent) occurred under wet surface conditions.
- The study intersection is not included in the 2018-2022 high crash list provided by Signal Four Analytics.

Figure 7 Collision Diagram



	LEGEND				
Year: 2019-2024	BACKING VEHICLE	LEFT TURN	2019	Bowman
Number of Crashes: 7	SIDESWIPE	RIGHT TURN	2020	
Number of Fatalities: 0	PEDESTRIAN/BIKE	PARKED VEHICLE	2021	
	REAR-END	FIXED OBJECT	2022	
	HEAD-ON	NIGHT CRASH	2023	
	ANGLE	FATALITY	2024	

Speed Evaluation

Automatic Traffic Recorder (ATR) machines were used to collect eastbound and westbound 48-hour vehicle speeds along Indian Trace, east of the I-75 overpass. The posted speed limit along this corridor is 40 MPH. The data was collected on Tuesday, August 26, 2025, and Wednesday, August 27, 2025, and is included in **Appendix H**. **Table 4** summarizes the posted speed limit, 85th percentile speed, average speed and 10 MPH pace for each direction. The 85th percentile speed is 39 MPH for the eastbound direction and ranges between 38 MPH and 40 MPH for the westbound direction.

Table 4 Speed Summary

Location		Posted Speed Limit (MPH)	Direction	Date	85th Percentile Speed (MPH)	Average Speed (MPH)	10 MPH Pace Speed (MPH)
No.	Street						
1	Indian Trace, east of SW 160 Avenue	40	Eastbound	8/26/2025	39	32	29-38
		40	Westbound		38	32	30-39
		40	Eastbound	8/27/2025	39	32	29-38
		40	Westbound		40	35	31-40

Safety Countermeasures

As previously mentioned, given the existing and future delays and queues for the southbound approach, a safety evaluation was performed to determine if existing excessive delays and queues are contributing to unsafe risky maneuvers and crashes. Results of the speed evaluation indicate that the 85th percentile speeds are below, or equal to, the posted speed limit; although, some vehicles were recorded exceeding the posted speed limit. Based on the crash evaluation, a contributing factor for the rear end crashes was eastbound vehicles waiting in the eastbound through lane to turn left onto SW 160 Avenue to head north because there is no exclusive left turn lane. A contributing factor for the angle crashes was westbound vehicles traveling at a high rate of speed. Based on these results, we offer the following approved and proposed improvements that would help mitigate existing crash patterns:

- An exclusive left turn lane will be constructed per the approved plans by the City of Weston for Indian Trace Improvements (see **Figure 10**). This is expected to help mitigate the rear-end crashes.
- The existing Side Road sign approaching SW 160 Avenue from the east will be replaced and relocated further east according to the approved Home2 Suites plans (see **Figure 11**). This is expected to help mitigate angle and left turn crashes.
- We recommend the installation of Speed Limit 40 (R2-1) signs westbound along Indian Trace, east and west of the I-75 overpass. These will be coordinated and installed by FDOT (see **Figure 12**). This is expected to help mitigate angle and left turn crashes.
- We recommend the installation of a Speed Feedback assembly along the north side of Indian Trace, east of SW 160 Avenue within City Right-of-Way. This will be coordinated with the City and County (see **Figure 13**). This is expected to help mitigate angle and left turn crashes.

Figure 8 Study Recommendations – Construction of Eastbound Left Turn Lane



Figure 9 Study Recommendations – Replacement of Side Road Sign for SW 160 Avenue

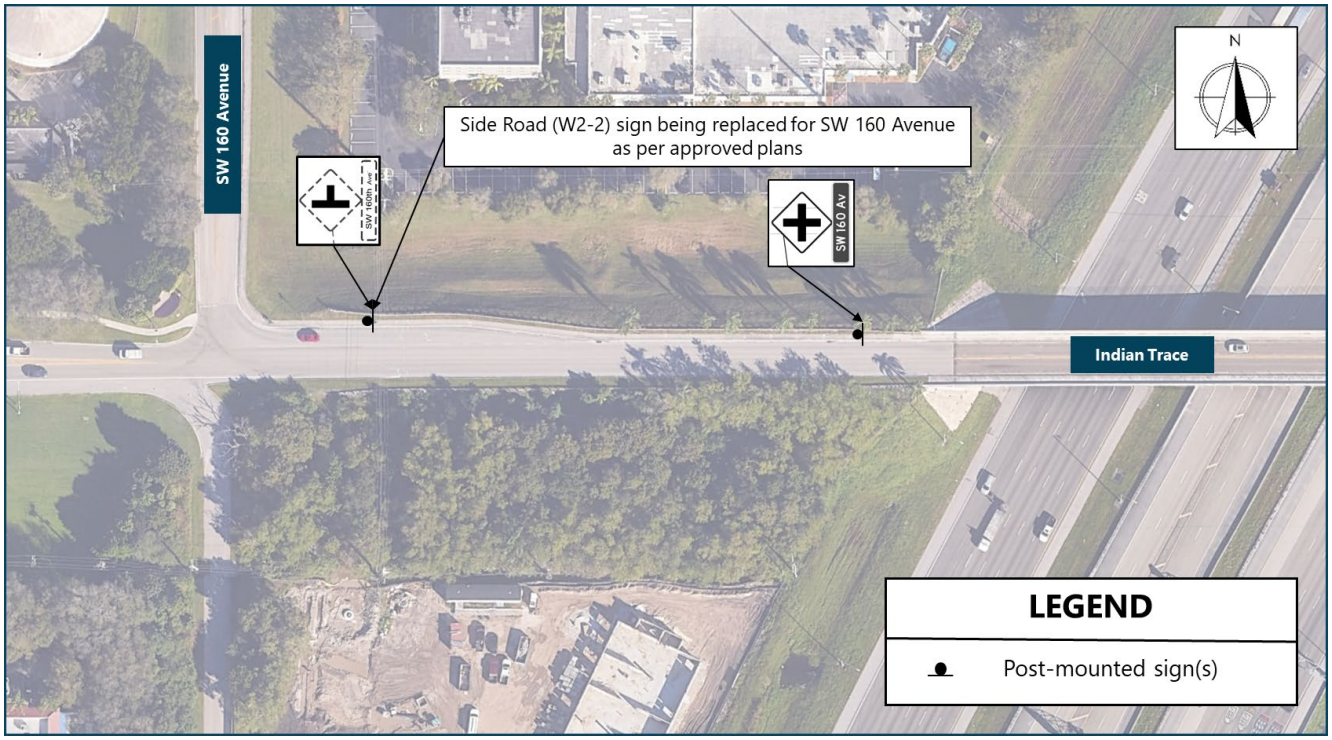
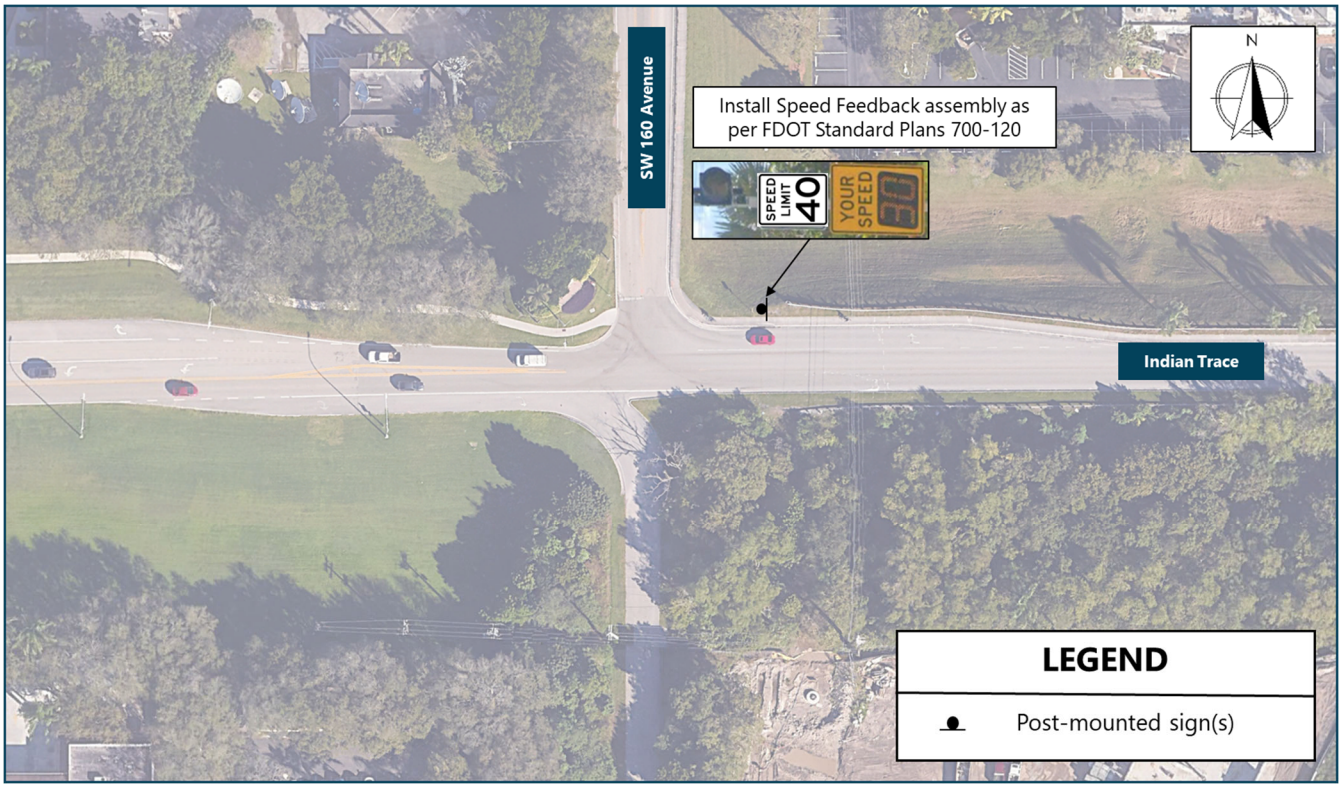


Figure 10 Study Recommendations – Installation of Posted Speed Limit Signs



Figure 11 Study Recommendations – Installation of Speed Feedback Assembly



Conclusion and Recommendations

Based on the analysis contained herein, the following can be concluded:

- The trip generation analysis indicates that the addition of the proposed hotel is anticipated to result in an increase of 1,133 daily trips, 70 AM peak hour trips, and 79 PM peak hour trips, when compared to the existing development.
- The proposed development will not have a significant impact at the main driveway connection to Indian Trace Center from SW 160 Avenue. This intersection currently operates, as is expected to continue to operate, at an acceptable overall level of service with the proposed redevelopment.
- For the Indian Trace/SW 160 Avenue intersection, most approaches currently operate, and are expected to continue to operate, at an acceptable level of service. The southbound approach currently operates, and will continue to operate, at LOS F during AM and PM peak hours.
- The crash evaluation indicated that seven (7) crashes occurred from January 2019 to December 2024 and included three (3) eastbound rear end crashes, three (3) angle crashes involving southbound and westbound vehicles, and one (1) left turn crash involving an eastbound left turn vehicle. Based on the crash evaluation, a contributing factor for the rear end crashes was eastbound vehicles waiting in the eastbound through lane to turn left onto SW 160 Avenue to head north because there is no exclusive left turn lane. A contributing factor for the angle crashes was westbound vehicles traveling at a high rate of speed.
- The speed data revealed that the 85th percentile speed was 39 MPH for the eastbound direction and ranged between 38 MPH and 40 MPH for the westbound direction; although, some vehicles were recorded exceeding the posted speed limit.

Based on these findings, the following safety countermeasures have been identified:

- An exclusive left turn lane will be constructed per the approved plans by the City of Weston for Indian Trace Improvements. This is expected to help mitigate the rear-end crashes.
- The existing Side Road sign approaching SW 160 Avenue from the east will be replaced and relocated further east, according to the approved Home2 Suites plans. This is expected to help mitigate angle and left turn crashes.
- We recommend the installation of Speed Limit 40 (R2-1) signs westbound along Indian Trace, east and west of the I-75 overpass. These will be coordinated and installed by FDOT and are expected to help mitigate angle and left turn crashes.
- We recommend the installation of a Speed Feedback assembly along the north side of Indian Trace, east of SW 160 Avenue within City Right-of-Way. This will be coordinated with the City and County and is expected to help mitigate angle and left turn crashes.

Appendix A

Traffic Methodology Letter

Bowman

May 13, 2025

Daniel Masveyraud – Principal
H&M Development, LLC.
20200 West Dixie Hwy. Suite 1206
Aventura, FL 33180

RE: Indian Trace Center Traffic Analysis – Traffic Methodology
Bowman Project N0. 314281-01-001

Please accept this Traffic Methodology Letter for the proposed redevelopment to the Indian Trace Center, located at the northeast corner of Indian Trace and SW 160 Avenue, in the City of Sunrise, Florida. The site currently includes 100,776 square feet of commercial and 29,000 square feet of office, as well as a vacant parcel that is approved for 22,800 square feet of warehouse and 7,800 square feet of office. The vacant parcel will be redeveloped to include a 174-room hotel. **Figure 1** provides an aerial image of the site.

Figure 1 Site Location



2090 Palm Beach Lakes Boulevard, Suite 400, West Palm Beach, FL 33409
P: (561) 840-8650
bowman.com

Study Area

The study area for the project will include the following study intersections, graphically shown on Figure 1:

- SW 160 Avenue at Indian Trace (unsignalized)
- SW 160 Avenue at Indian Trace Center Entrance (unsignalized)

Analysis Scenarios

The analysis scenarios for this study include Existing (2025) conditions, Background (2027) conditions (future without project), and Total (2027) conditions (future with project).

Data Collection

Turning movement counts will be collected on a typical weekday during peak hour conditions (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM) for the study intersections.

Existing Conditions Analysis

Collected counts will be adjusted to reflect peak season, AM and PM peak hour traffic volumes by applying a peak-season conversion factor obtained from the 2024 FDOT *Peak Season Factor Category Report*. Intersection capacity analyses will be evaluated for the study intersections using the Synchro Software. The HCM output will be used, if available. Alternatively, the Synchro output will be used. The adopted level of service criteria will be Level of Service D. Synchro queues will be compared against the available storage lengths for the exclusive turn lanes at the study intersections.

Future Conditions Analysis – Background Traffic Conditions

Traffic volumes for Background traffic conditions will be calculated by applying a growth rate to existing volumes, which will be based on a review of five-year (2019 - 2023) and ten-year (2014 - 2023) trend analysis from FDOT count stations. A minimum one (1) percent growth rate will be used to conservatively estimate Background traffic volumes. The approved Home 2 Suites hotel to be located at the southeast corner of SW 160 Avenue and Indian Trace will be included as a committed development project.

Intersection capacity analyses will be performed for the study intersections. Truck factors and peak hour factors will be based on existing data, which will be collected as part of the data collection effort. Approved roadway modifications to the SW 160 Avenue/Indian Trace intersection will be included as background improvements. Synchro queues will be compared against the available storage lengths for the exclusive turn lanes at the study intersections.

Project Trip Generation

Using trip generation information obtained from the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, trip generation estimates will be developed for the existing, approved, and proposed land uses. The trip generation analysis will be prepared for daily, AM peak hour, and PM peak hour conditions.

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Project Access

Access to the site is currently provided via two (2) full access, unsignalized, driveway connections to SW 160 Avenue. No additional access connections are proposed.

Project Trip Distribution

Project trip distribution will be based on a review of existing traffic volumes, roadway characteristics for the surrounding roadway network, and nearby land uses.

Future Conditions Analysis – Total Traffic Conditions

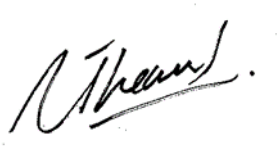
Future total traffic volumes will be determined by summing together project trips with background traffic volumes. Intersection capacity analyses will be performed for the study intersections. Truck factors and peak hour factors will be based on existing data, which will be collected as part of the data collection effort. Traffic mitigation will be proposed, as necessary. Synchro queues will be compared against the available storage lengths for the exclusive turn lanes at the study intersections.

Report

The study methodology and findings will be summarized in a report.

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

Sincerely,



Natalia T. Lercari, P.E.
Senior Project Manager

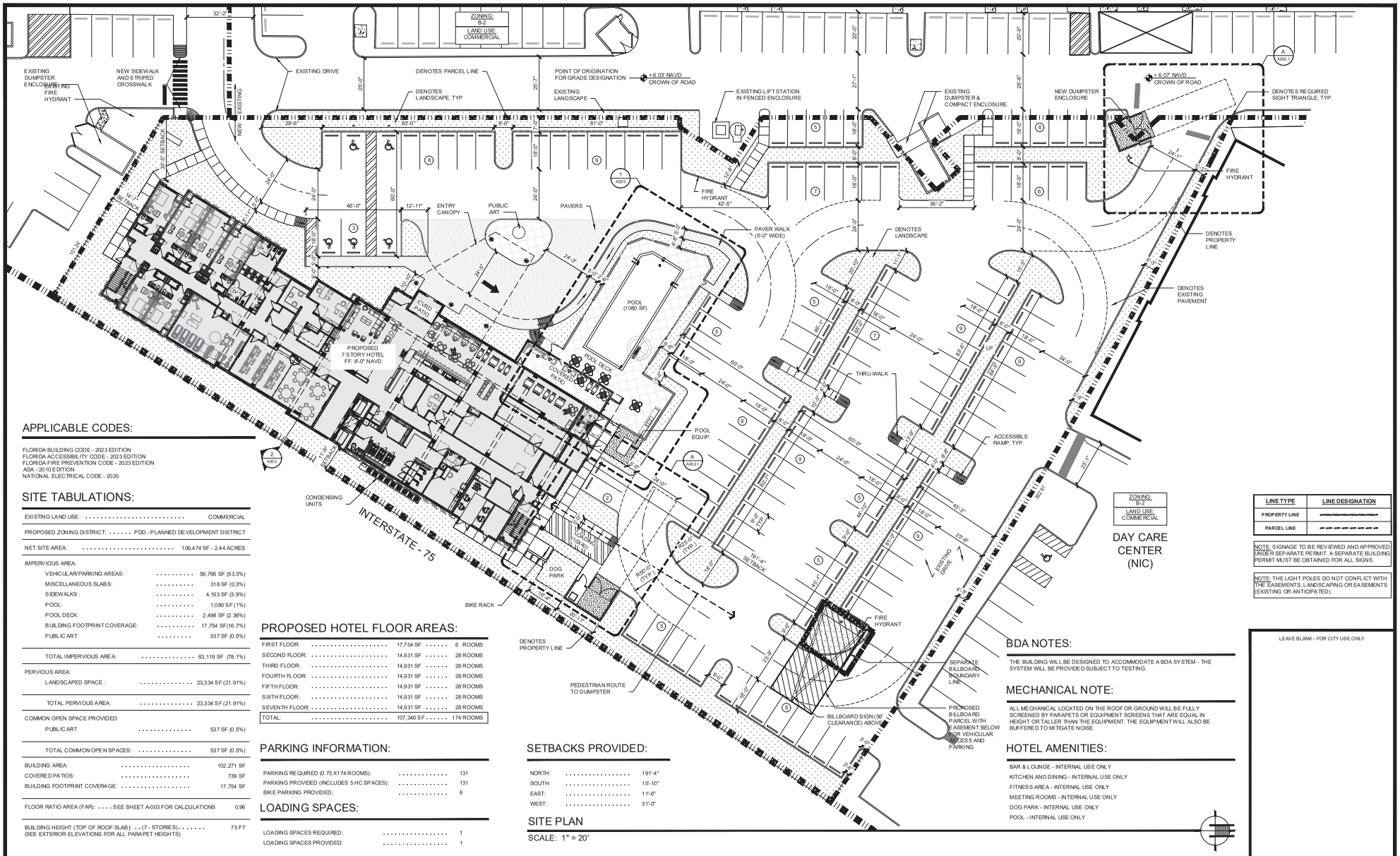
NTL - Attachment

V:\314281 - H and M Development\314281-01-001 (TRA) - Indian Trace Center\Engineering\Reports\TrafficMethodology\IndianTraceTrafficMethodology_051325.docx

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Appendix B

Site Plan



APPLICABLE CODES:

FLORIDA BUILDING CODE - 2023 EDITION
FLORIDA ACCESSIBILITY CODE - 2023 EDITION
FLORIDA FIRE PREVENTION CODE - 2023 EDITION
ADA - 2010 EDITION
NATIONAL ELECTRICAL CODE - 2020

SITE TABULATIONS:

EXISTING LAND USE:		COMMERCIAL
PROPOSED ZONING DISTRICT:		PDD - PLANNED DEVELOPMENT DISTRICT
NET SITE AREA:		106,474 SF - 2.44 ACRES
IMPERVIOUS AREA:		
VEHICULAR/PARKING AREAS:		56,766 SF (53.3%)
MISCELLANEOUS SLABS:		318 SF (0.3%)
SIDEWALKS :		4,163 SF (3.9%)
POOL:		1,080 SF (1%)
POOL DECK:		2,498 SF (2.36%)
BUILDING FOOTPRINT COVERAGE:		17,754 SF(16.7%)
PUBLIC ART		537 SF (0.5%)
TOTAL IMPERVIOUS AREA:		83,119 SF (78.1%)
PERVIOUS AREA:		
LANDSCAPED SPACE :		23,334 SF (21.91%)
TOTAL PERVIOUS AREA:		23,334 SF (21.91%)
COMMON OPEN SPACE PROVIDED:		
PUBLIC ART		537 SF (0.5%)
TOTAL COMMON OPEN SPACES:		537 SF (0.5%)
BUILDING AREA:		102,271 SF
COVERED PATIOS:		739 SF
BUILDING FOOTPRINT COVERAGE:		17,754 SF
FLOOR RATIO AREA (FAR):	SEE SHEET A-003 FOR CALCULATIONS	0.96
BUILDING HEIGHT (TOP OF ROOF SLAB):	(7 - STORIES)	75 FT
(SEE EXTERIOR ELEVATIONS FOR ALL PARAPET HEIGHTS)		

PROPOSED HOTEL FLOOR AREAS:

FIRST FLOOR:	17,754 SF	6 ROOMS
SECOND FLOOR:	14,931 SF	28 ROOMS
THIRD FLOOR:	14,931 SF	28 ROOMS
FOURTH FLOOR:	14,931 SF	28 ROOMS
FIFTH FLOOR:	14,931 SF	28 ROOMS
SIXTH FLOOR:	14,931 SF	28 ROOMS
SEVENTH FLOOR:	14,931 SF	28 ROOMS
TOTAL:	107,340 SF	174 ROOMS

PARKING INFORMATION:

PARKING REQUIRED (0.75 X174 ROOMS):	131
PARKING PROVIDED (INCLUDES 5 HC SPACES):	131
BIKE PARKING PROVIDED:	6

LOADING SPACES:

LOADING SPACES REQUIRED:	1
LOADING SPACES PROVIDED:	1

SETBACKS PROVIDED:

NORTH:	191'-4"
SOUTH:	15'-10"
EAST:	11'-6"
WEST:	31'-0"

SITE PLAN

SCALE: 1" = 20'

LINE TYPE	LINE DESIGNATION
PROPERTY LINE	
PARCEL LINE	

NOTE: SIGNAGE TO BE REVIEWED AND APPROVED UNDER SEPARATE PERMIT. A SEPARATE BUILDING PERMIT MUST BE OBTAINED FOR ALL SIGNS.

NOTE: THE LIGHT POLES DO NOT CONFLICT WITH THE EASEMENTS, LANDSCAPING OR EASEMENTS (EXISTING OR ANTICIPATED).

BDA NOTES:

THE BUILDING WILL BE DESIGNED TO ACCOMMODATE A BDA SYSTEM - THE SYSTEM WILL BE PROVIDED SUBJECT TO TESTING.

MECHANICAL NOTE:

ALL MECHANICAL LOCATED ON THE ROOF OR GROUND WILL BE FULLY SCREENED BY PARAPETS OR EQUIPMENT SCREENS THAT ARE EQUAL IN HEIGHT OR TALLER THAN THE EQUIPMENT. THE EQUIPMENT WILL ALSO BE BUFFERED TO MITIGATE NOISE.

HOTEL AMENITIES:

BAR & LOUNGE - INTERNAL USE ONLY
KITCHEN AND DINING - INTERNAL USE ONLY
FITNESS AREA - INTERNAL USE ONLY
MEETING ROOMS - INTERNAL USE ONLY
DOG PARK - INTERNAL USE ONLY
POOL - INTERNAL USE ONLY

LEAVE BLANK - FOR CITY USE ONLY

599 CAMINO GARDENS BLVD., SUITE 202
BOCA RATON, FLORIDA 33432
V: 561.362.8228
www.andersonarchitecture.com

commission: 24.065
principal: ERIC ANDERSON
project manager: AA
file name: 4065-A-001-SP
date: 09/04/2025

date	revision:

HOTEL at CAMINO REAL

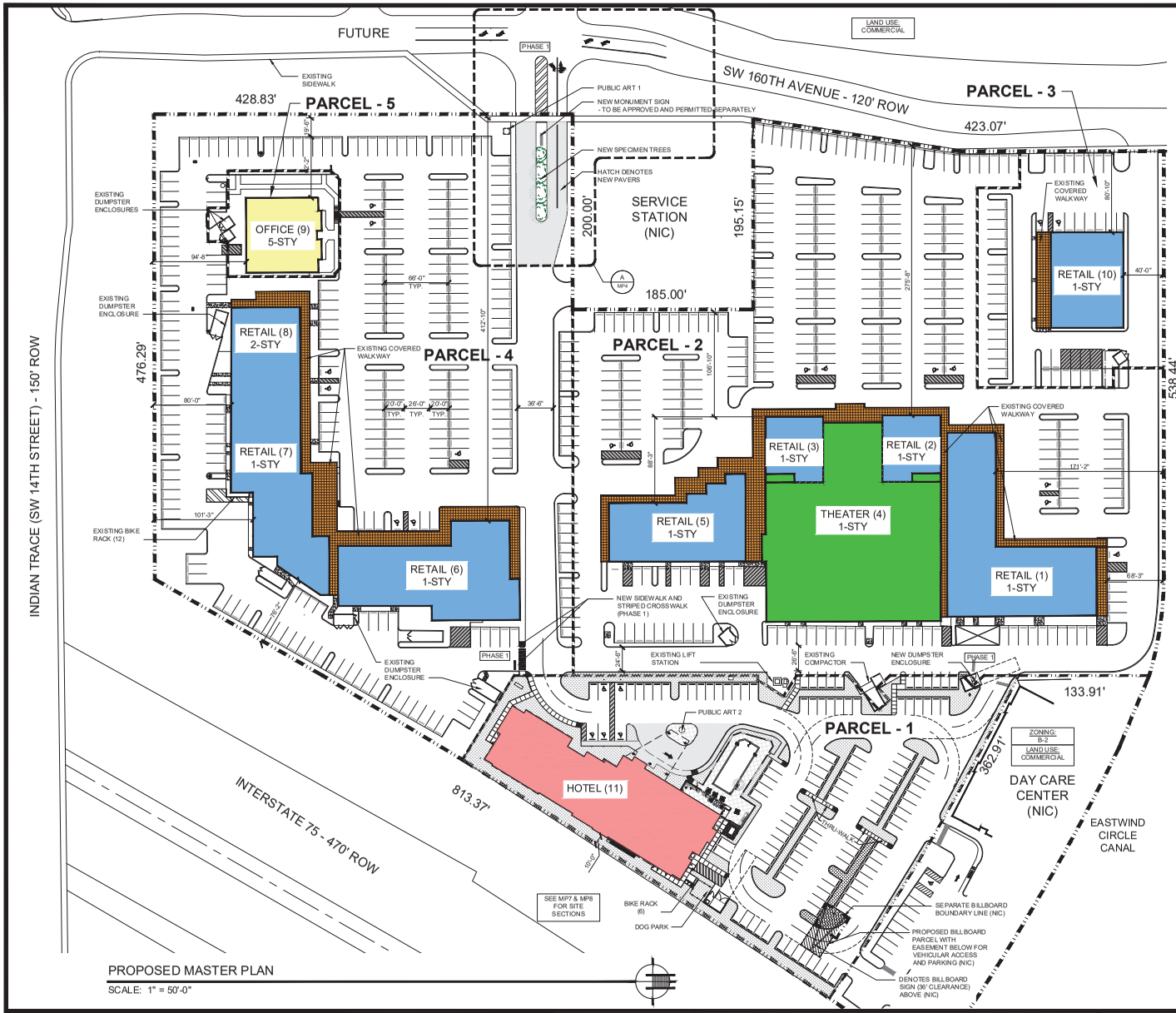
INTERSTATE-75 AND SW 160TH AVENUE
SUNRISE, FL 33326

SITE PLAN

SEAL: STATE OF FLORIDA — ERIC ANDERSON — AR0010626 — REGISTERED ARCHITECT
ERIC ANDERSON

DATE:

SHEET NO.
A-001



PROPOSED MASTER PLAN

SCALE: 1" = 50'-0"

SITE TABULATIONS - PROPOSED:

SITE AREA: ..... 652,888 SF - 14.9882 ACRES

BUILDING AREA:	GROSS:	FOOTPRINT:
1 - RETAIL:	15,000 SF	15,000 SF
2 - RETAIL:	3,600 SF	3,600 SF
3 - RETAIL:	3,600 SF	3,600 SF
4 - THEATER:	26,000 SF	26,000 SF
5 - RETAIL:	9,600 SF	9,600 SF
6 - RETAIL:	15,618 SF	15,618 SF
7 - RETAIL:	13,216 SF	13,216 SF
8 - RETAIL:	6,862 SF	5,862 SF
9 - OFFICE:	29,000 SF	5,800 SF
10 - RETAIL:	7,280 SF	7,280 SF
11 - HOTEL:	102,271 SF	16,951 SF
TOTAL:	232,047 SF (F.A.R. = .355)	122,527 SF

EXISTING PARKING PROVIDED (PARCELS 2-5)

STANDARD PARKING (9x18):	640 SPACES
HANDICAP PARKING (12x18):	18 SPACES
BIKE PARKING:	12 SPACES
EXISTING PARKING TOTAL:	658 SPACES

HOTEL PARKING PROVIDED:

STANDARD PARKING (9x18):	126 SPACES
HANDICAP PARKING (12x18):	5 SPACES
BIKE PARKING:	6 SPACES
HOTEL PARKING TOTAL:	131 SPACES
OVERALL PARKING TOTAL:	789 SPACES
OVERALL BIKE SPACE TOTAL:	18 SPACES

LAND USE AREAS:

HOTEL (PARCEL 1)	107,232 SF (2.4617 AC)
RETAIL (PARCELS 2-4)	532,583 SF (12.226 AC)
OFFICE (PARCEL 5)	13,073 SF (0.3 AC)

SITE COVERAGE - ALL PARCELS:

	PERVIOUS	IMPERVIOUS	TOTAL
PARCEL 1	25,108 SF (23.4%)	82,144 SF (76.7%)	107,252 SF (2.46 AC)
PARCELS 2-5	64,033 SF (11.73%)	481,603 SF (88.27%)	545,636 SF (12.52 AC)
TOTAL	89,141 SF (13.7%)	563,747 SF (86.3%)	652,888 SF (14.99 AC)
OPEN SPACE	22,600 SF (3.5%)		

FLOOD ZONE: "AH"
FINISHED FLOOR ELEVATION: (8.0) NAVD

DESIGN GUIDELINES:
THE PROJECT IS CONSISTENT WITH THE CITY'S COMPREHENSIVE PLAN AND LAND DEVELOPMENT CODE, AS AMENDED BY THE DESIGN GUIDELINES.

NOTE:
ANY FUTURE MODIFICATIONS TO THIS MASTER PLAN WILL INCLUDE RELATED ENGINEERING PLANS.

LINE TYPE	LINE DESIGNATION
PROPERTY LINE (EXTENT OF PDD)	
PARCEL LINE	
COVERED WALKWAY	
PAVERS	

LEAVE BLANK - FOR CITY USE ONLY

599 CAMINO GARDENS BLVD., SUITE 300
BOCA RATON, FLORIDA 33432
V: 561.362.8228
www.andersonarchitecture.com

commission: 24.086
principal: ERIC ANDERSON
project manager: AA
file name: 4086-MP2
date: 09/12/2025

date	revision:

HOTEL AT CAMINO REAL - PDD
INTERSTATE-75 AND SW 160TH AVENUE
SUNRISE, FL 33326

MASTER PLAN
PROPOSED

SEAL
ERIC ANDERSON

DATE

SHEET NO.
MP2

Appendix C

Future Intersection Improvements

INDIAN TRACE FROM SADDLE CLUB ROAD TO SW 160TH AVENUE



LOCATION MAP

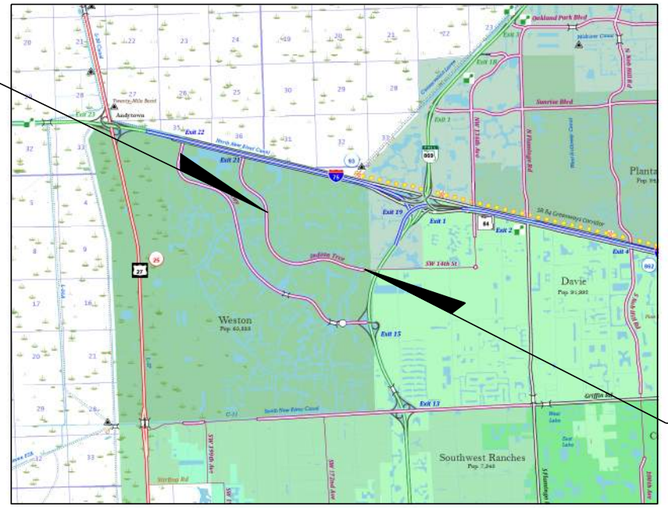
INDEX OF SHEETS

SHEET No.	DESCRIPTION
1	KEY SHEET
2	SIGNATURE SHEET
3	SUMMARY OF ROADWAY PAY ITEMS
4-5	GENERAL AND PAY ITEM NOTES
6-8	TYPICAL SECTIONS
9	TYPICAL SECTION DETAILS
10	PROJECT LAYOUT
11-37	ROADWAY PLANS
38-40	SUMMARY OF DRAINAGE STRUCTURES
41	DRAINAGE DETAILS
42-43	STORMWATER POLLUTION PREVENTION PLAN (SWPPP)
44-46	TEMPORARY TRAFFIC CONTROL PLANS
47	SUMMARY OF SIGNING AND PAVEMENT MARKING PAY ITEMS
48-74	SIGNING AND PAVEMENT MARKING PLANS

ATTACHMENTS

	DRAINAGE
1	GENERAL PLAN
2	AREA 1 S-8
3	AREA 2 S-9
4-7	DRAINAGE DETAILS
	CITY OF WESTON STANDARD ENGINEERING DETAILS & SPECIFICATIONS
R-11	TYPICAL STREET SIGN ASSEMBLY
R-12	WESTON R.O.W STREET SIGN ASSEMBLY (BACK)
R-19 A (SHEET 1 OF 2)	TRUNCATED DOME PAVERS INSTALLATION (PROFILE)
R-19 A (SHEET 2 OF 2)	TRUNCATED DOME PAVERS INSTALLATION (PLAN)
	BROWARD COUNTY MINIMUM DESIGN & CONSTRUCTION STANDARDS
SHEET 1 OF 1	PAVEMENT MARKINGS AND SIGNS DETAILS
SHEET 1 OF 1	DRILLED SHAFT FOUNDATION AND CABINET DETAILS

BEGIN PROJECT
SADDLE CLUB ROAD
STA. 10+70.83



END PROJECT
SW 160TH AVENUE
STA. 148+83.18

PROJECT LOCATION MAP

GOVERNING STANDARDS AND SPECIFICATIONS:

- FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) STANDARD PLANS DATED 2024-25, 2024 FDOT DESIGN MANUAL (FDM), AND FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION FY 2024-25
- BROWARD COUNTY MINIMUM DESIGN & CONSTRUCTION STANDARDS
- BROWARD COUNTY TRAFFIC DETAILS
- MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS AND HIGHWAYS, 11TH EDITION (DECEMBER 2023).

CITY OF WESTON
1996

MAP Broward
Mobility Advancement Program
Brought to you by the
Penny For Transportation

CITY OFFICIALS

MAYOR:	MARGARET BROWN
COMMISSIONERS:	BYRON L. JAFFE MARY MOLINA-MACFIE CHRIS EDDY HENRY MEAD
CITY MANAGER/CEO:	DONALD P. DECKER

BID-SET SUBMITTAL
AUGUST 2024

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast. It's free. It's the law.
www.callsunshine.com

PERMITTING AGENCIES	DATE SUBMITTED	CGA/COW INITIALS	DATE APPROVED	PERMIT NUMBER
CITY OF WESTON - BUILDING DEPARTMENTAPPROVAL	-	-	-	-
CITY OF WESTON - UTILITY ENGINEERING APPROVAL	-	-	-	-
CITY OF WESTON - LANDSCAPING APPROVAL	-	-	-	-
CITY OF WESTON - ZONING APPROVAL	-	-	-	-

NO	DATE	REVISION	BY

Engineering Division
Drawn by: Date:
Checked by: Date:
As-built drawn by: Date:
Field Inspector:
Field Book No.:

Sheet 1

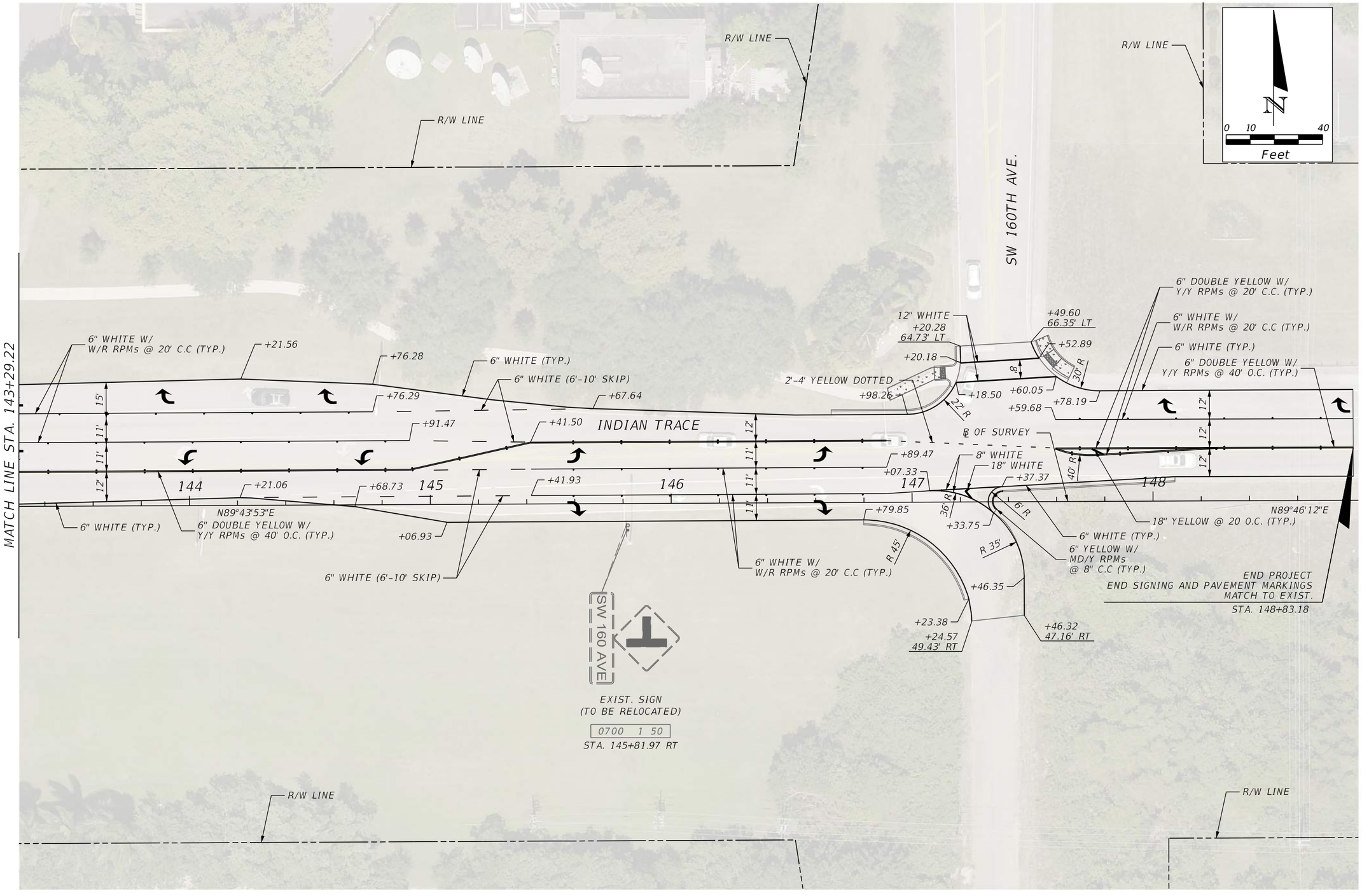
INDIAN TRACE FROM SADDLE CLUB ROAD
TO SW 160TH AVENUE
KEY SHEET

CITY OF WESTON
DEPARTMENT OF PUBLIC WORKS
2599 SOUTH POST ROAD, WESTON, FLORIDA 33327

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

$FILES $TIMES $DATES $USERS

BCTED Ref # 240628060



Sheet 73

Engineering Division

Drawn by:	Date:
Checked by:	Date:
As-built drawn by:	Date:
Field Inspector:	
Field Book No.:	

INDIAN TRACE FROM SADDLE CLUB ROAD TO SW 160TH AVENUE

SIGNING AND PAVEMENT MARKING PLANS

CITY OF WESTON
DEPARTMENT OF PUBLIC WORKS
2599 South Post Road, Weston, Florida 33327

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

CONTRACT PLANS

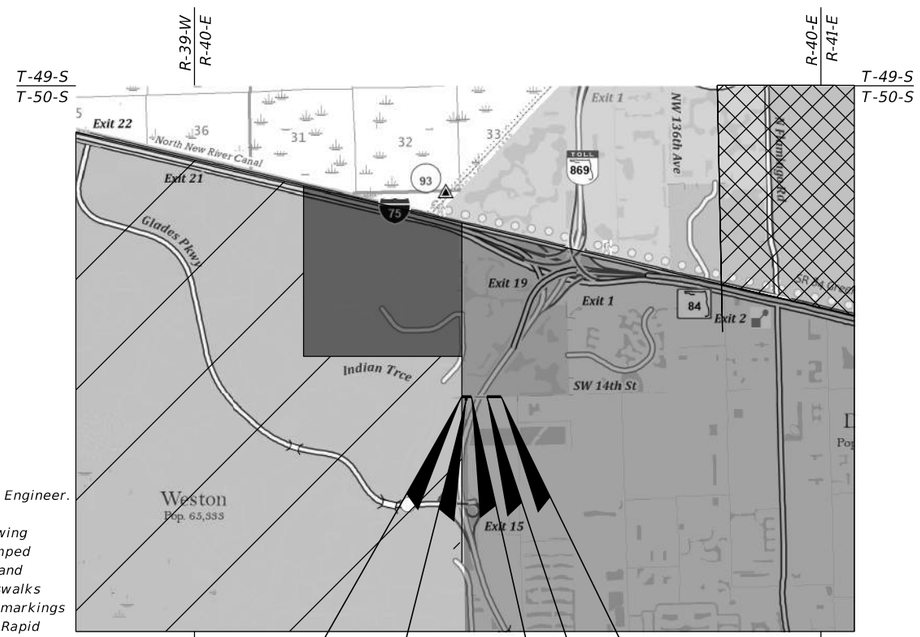
BROWARD COUNTY, FLORIDA

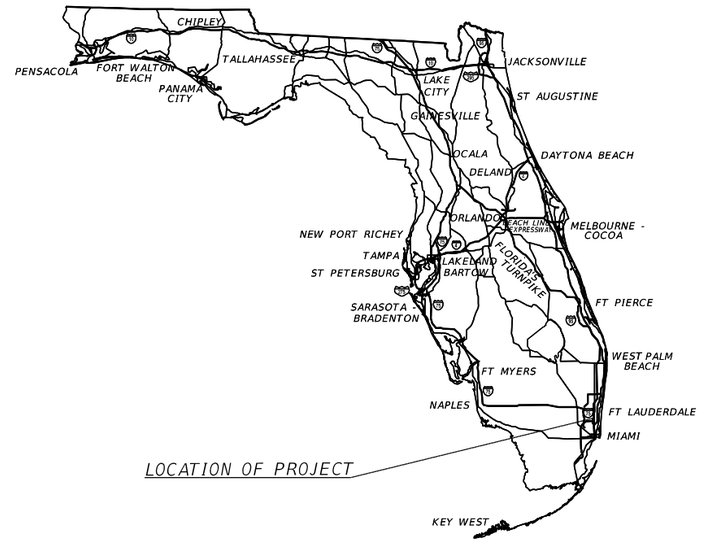
HOME2 SUITES
OFFSITE IMPROVEMENTS
15990 SW 14TH ST, DAVIE FLORIDA

ROADWAY PLANS

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
1A	SIGNATURE SHEET
2	SUMMARY OF PAY ITEMS
3	GENERAL NOTES
4-7	TYPICAL SECTION
8-12	ROADWAY PLAN
13	GRADING DETAIL
14-17	MISCELLANEOUS DETAILS
18-19	DRAINAGE STRUCTURES
20-29	CROSS SECTIONS
30	TRAFFIC CONTROL NOTES
31-35	EROSION CONTROL PLAN
36-40	DEMOLITION PLAN
41	SIGN ASSEMBLY DETAILS
42-46	SIGNING AND PAVEMENT MARKING PLAN
47	GUIDESIGN WORKSHEET
48-51	SIGNING AND PAVEMENT MARKING DETAILS
52-54	LIGHTING PLAN





LEGEND

- PLANTATION ACRES IMPROVEMENT DISTRICT
- CENTRAL BROWARD WATER CONTROL DISTRICT
- BONAVENTURE DEVELOPMENT DISTRICT
- INDIAN TRACE DEVELOPMENT DISTRICT

The following items are not reviewed or accepted by Broward County:

1.Broward County Traffic Engineering Division's review does not include a review and acceptance of the project's design or operation. These items are to be reviewed and approved by the City Engineer.

2.Broward County Traffic Engineering Division does not approve or inspect and accept the following items for maintenance: pavement markings on or adjacent to paver bricks, painted asphalt, stamped asphalt or pavement markings made of paver bricks, raised intersections and related markings and signing, un-warranted mid-block crosswalks and related markings and signing, un-warranted crosswalks and related markings and signing, painted/decorative crosswalks, raised crosswalks and related markings and signing, Advanced Warning pavement markings for Speed Tables, Blinker Signs, Rectangular Rapid Flasher Beacons and related markings and signing, on-street parking and related markings and signing, in-road lighting and related markings and signing, green bike lanes, flexible delineators, decorative signs and decorative sign posts, planters, on-site pavement markings andsigning, off-site pavement markings and signingin right-of-way that is not dedicated for public use, sidewalk work or asphalt work.

3.The City Engineer is responsible for the review and approval of the design and operation of the project, and for the inspection and acceptance of the following items that will be maintained by the City: pavement markings on or adjacent to paver bricks, painted asphalt, stamped asphalt or pavement markings made of paver bricks, pavement markings on or adjacent to painted asphalt, raised intersections and related markings and signing, un-warranted mid-block crosswalks and related markings and signing, un-warranted crosswalks and related markings and signing, painted/decorative crosswalks, raised crosswalks and related markings and signing, Advanced Warning pavement markings for Speed Tables, Blinker Signs, Rectangular Rapid Flasher Beacons and related markings and signing, on-street parking and related markings and signing, in-road lighting and related markings and signing, green bike lanes, flexible delineators, decorative signs and decorative sign posts, planters, on-site pavement markings and signing, off-site pavement markings and signing in right-of-way that is not dedicated for public use, sidewalk work and asphalt work.

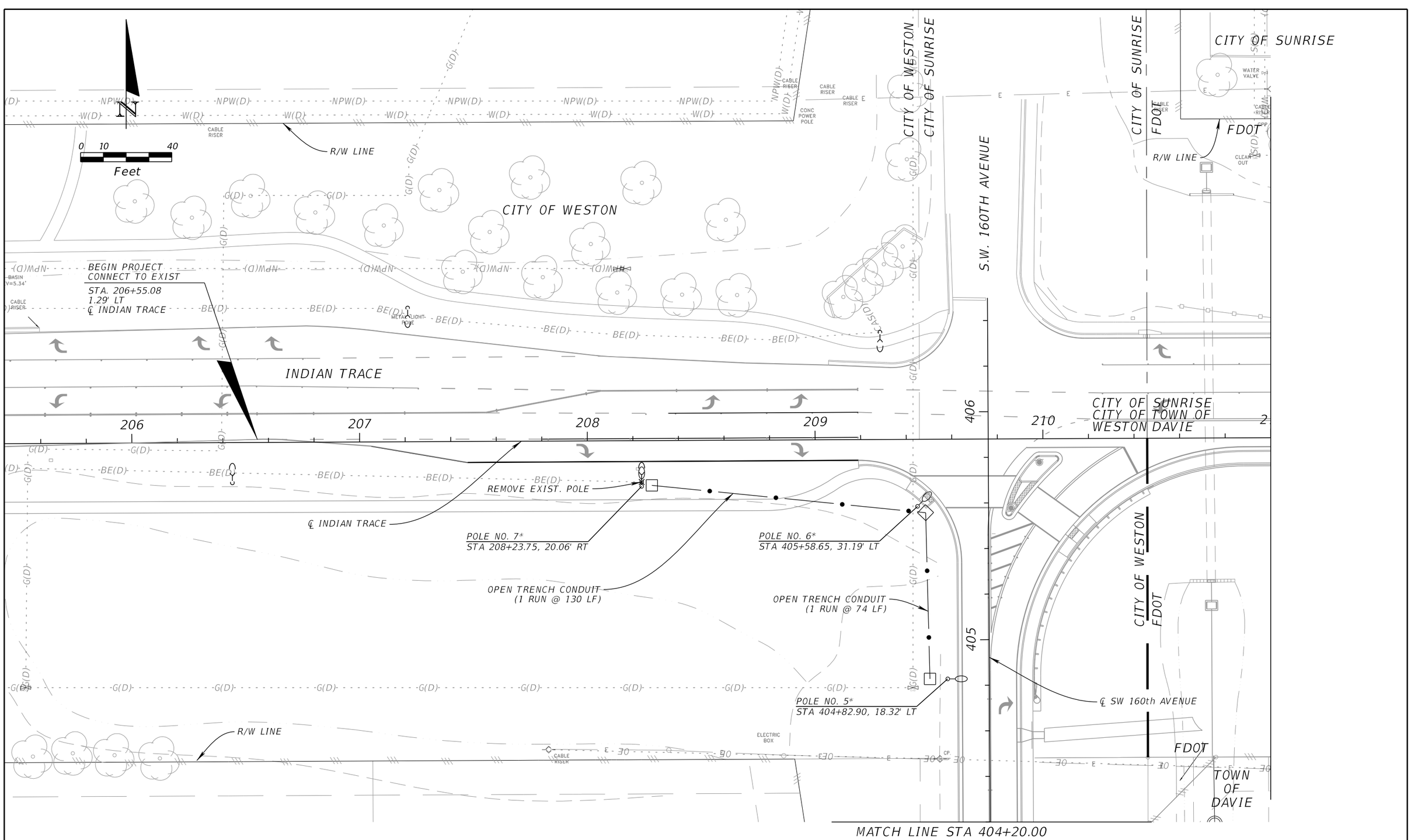
ROADWAY PLANS
ENGINEER OF RECORD:

TARA EVE SWANN, PE
LICENSE NO.: 83378
KIMLEY-HORN AND ASSOCIATES, INC
1920 WEKIVA WAY SUITE 200
WEST PALM BEACH, FLORIDA 33411
VENDOR NUMBER: VF560885615-001

LANDSCAPE PLANS
P.L.A. OF RECORD:

TRICIA C. RICHTER, PLA
LA LICENSE NO.: 6667244
KIMLEY-HORN AND ASSOCIATES, INC
1920 WEKIVA WAY SUITE 200
WEST PALM BEACH, FLORIDA 33411

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
		1



*NOTE: POLES 5, 6, & 7 SHALL BE CONNECTED TO THE EXISTING CITY OF WESTON CIRCUIT

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Kimley-Horn and Associates, Inc.

Registry No. 35106
Tara Eve Swann, P.E.
P.E. License No. 83378
1920 Wekiva Way, Suite 200
West Palm Beach, Florida 33411

HOME2 SUITES OFFSITE IMPROVEMENTS IN BROWARD COUNTY

LIGHTING PLAN 2 OF 2

SHEET NO. 54

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

NOTE: All traffic control devices maintained by Broward County, that are removed or damaged by construction, shall be replaced by contractor using current Broward County Traffic Engineering Division Standards.

N

0 10 40
Feet

15' UTILITY EASEMENT

R/W LINE

CABLE RISER

TO INSTALL:
R1-6A
12x36
STA. 209+86
STA. 209+98
700-3-401 4 EA
704-1-3 2 EA

STOP

SW 160th Ave

CITY OF WESTON

CITY OF SUNRISE

CITY OF SUNRISE
FDOT

S.W. 160TH AVENUE

8" WHITE

YELLOW REFLECTIVE PAINT W/ MD/Y RPMS PER INDEX 706-001

6" YELLOW (6'-10' SKIP)

REMOVE EXIST.
700-1-600 1 EA

6" YELLOW (2'-4' SKIP)

INDIAN TRACE
SW 14 ST

EXIST. SIGN ASSEMBLY TO REMAIN

+98.64
51.64' LT

+60.75
56.07' LT

MD-W RPMS PER INDEX 706-001

+92.76
3.84' RT

6" YELLOW

+18.67
43.98' LT

+51

25'

12'

MATCH LINE STA 211+00

INDIAN TRACE

+61

6" WHITE W/ W-R RPMS @ 20' OC

+76.83
46.56' LT

VAR

12'

12'

11'

15'

+25.74
23.52' LT

6" DOUBLE YELLOW W/ Y-Y RPMS @ 40' OC

6" WHITE
(6' - 10' SKIP)

+06.06
37.15' LT

+06.06
22.09' LT

+36

+35.53
11.94' LT

+55.53
12.50' LT

+80.21
0.91' LT

+00

+94

+18.99
12.02' LT

+26.04
8.01' LT

+35.41
3.85' RT

24" WHITE

206

207

208

209

210

CITY OF SUNRISE

CITY OF WESTON

406

+05.20
1.76' RT

+47.45
9.13' RT

℄ SURVEY INDIAN TRACE

6" WHITE

6" YELLOW
(6'-10" SKIP)

+43.18
15.99' RT

+97.53
21.08' RT

6" WHITE W/ W-R RPMS @ 20' OC

6" DOUBLE YELLOW W/ Y-Y RPMS @ 40' OC

PAVEMENT ARROW (TYP.)

6" WHITE W/ W-R RPMS @ 20' OC

12" WHITE

+57.87
2.18' RT

+57.87
3.40' RT

+53.55
39.98' RT

TO INSTALL:
R1-1
30x30
STA. 210+54
1 EA 700-1-111

TO INSTALL:
W2-1
30x30
D3-1
8x36
STA. 207+69
700-1-111 1 EA

SW 160 Av

SEE CITY OF WESTON TYPICAL STREET SIGN ASSEMBLY

SW 160th Ave

REMOVE EXIST.
700-1-600 1 EA

TO INSTALL:
W16-7P
24"x12"
STA. 405+64
1 EA 700-1-111

SEE CITY OF WESTON TYPICAL STREET SIGN ASSEMBLY

TO INSTALL:
W11-2
30"x30"
W16-7P
24"x12"
STA. 405+40
700-1-111 1 EA

405

+86.58
0.43' RT

+51.14
19.92' RT

+72

18" YELLOW @ 10' O.C.

+83.67
11.83' RT

6" DOUBLE YELLOW W/ Y-Y RPMS @ 40' OC

℄ SW 160th AVENUE

6" WHITE

6" WHITE

12' 12'

CITY OF WESTON

FDOT

TOWN OF DAVIE

R/W LINE

15' UTILITY EASEMENT

MATCH LINE STA 404+20

BEGIN SIGNING AND PAVEMENT MARKINGS
STA 206+54.72
℄ SURVEY INDIAN TRACE

CITY OF WESTON

R/W LINE

NOTE: SW 160 AVE SOUTH OF INDIAN TRACE IS A PRIVATE ROAD AND AS SUCH, SIGNING AND PAVEMENT MARKINGS WILL NOT BE MAINTAINED BY BCTED.

The following items are not reviewed or accepted by Broward County:

1.Broward County Traffic Engineering Division's review does not include a review and acceptance of the project's design or operation. These items are to be reviewed and approved by the City Engineer.

2.Broward County Traffic Engineering Division does not approve or inspect and accept the following items for maintenance: pavement markings on or adjacent to paver bricks, painted asphalt, stamped asphalt or pavement markings made of paver bricks, raised intersections and related markings and signing, un-warranted mid-block crosswalks and related markings and signing, un-warranted crosswalks and related markings and signing, painted/decorative crosswalks, raised crosswalks and related markings and signing, Advanced Warning pavement markings for Speed Tables, Blinker Signs, Rectangular Rapid Flasher Beacons and related markings and signing, on-street parking and related markings and signing, in-road lighting and related markings and signing, green bike lanes, flexible delineators, decorative signs and decorative sign posts, planters, on-site pavement markings and signing, off-site pavement markings and signing in right-of-way that is not dedicated for public use, sidewalk work or asphalt work.

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

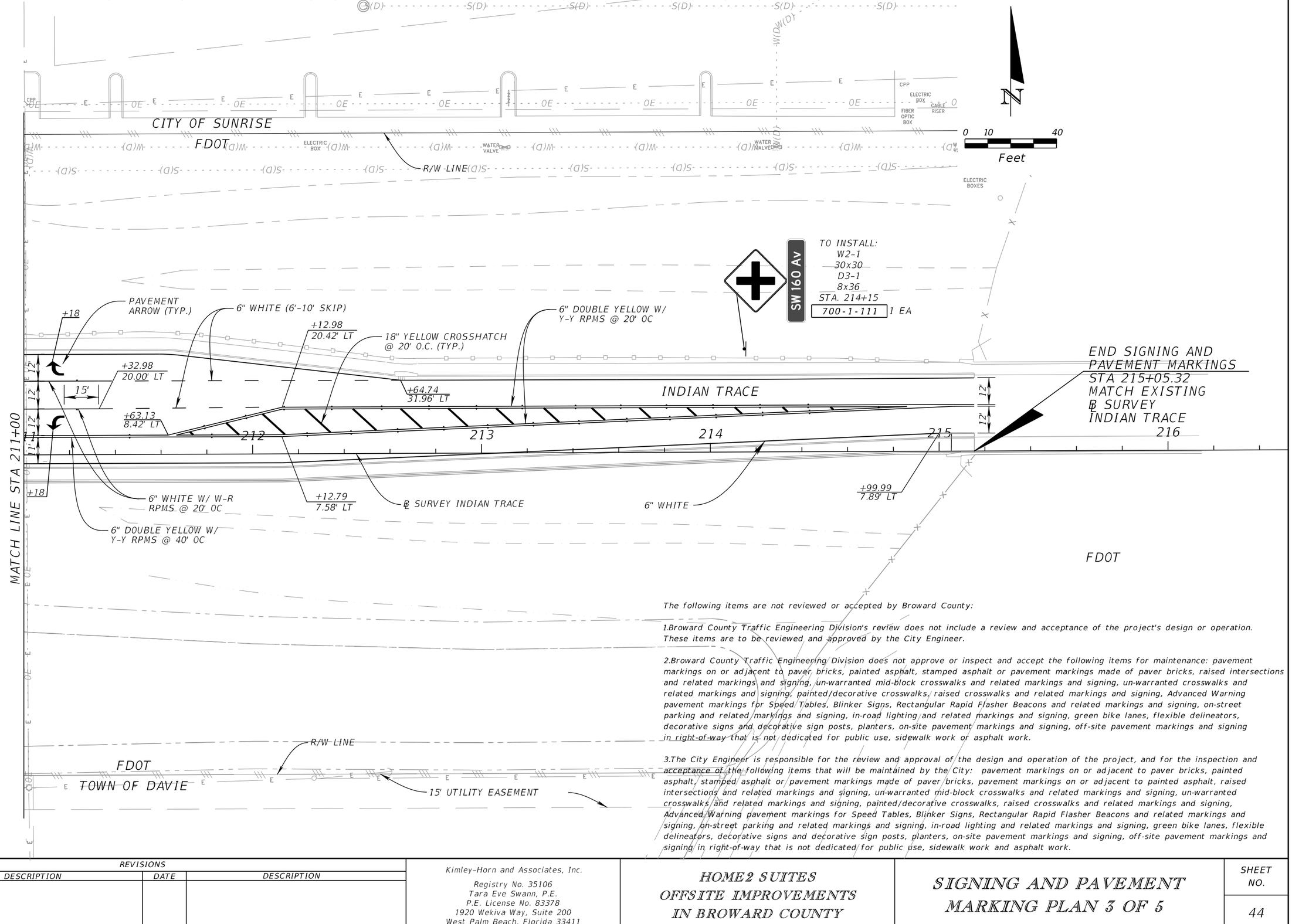
Kimley-Horn and Associates, Inc.
Registry No. 35106
Tara Eve Swann, P.E.
P.E. License No. 83378
1920 Wekiva Way, Suite 200
West Palm Beach, Florida 33411

HOME2 SUITES
OFFSITE IMPROVEMENTS
IN BROWARD COUNTY

SIGNING AND PAVEMENT MARKING PLAN 2 OF 5

SHEET NO. 43

NOTE: All traffic control devices maintained by Broward County, that are removed or damaged by construction, shall be replaced by contractor using current Broward County Traffic Engineering Division Standards.



The following items are not reviewed or accepted by Broward County:

1.Broward County Traffic Engineering Division's review does not include a review and acceptance of the project's design or operation. These items are to be reviewed and approved by the City Engineer.

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Kimley-Horn and Associates, Inc.
Registry No. 35106
Tara Eve Swann, P.E.
P.E. License No. 83378
1920 Wekiva Way, Suite 200
West Palm Beach, Florida 33411

HOME2 SUITES
OFFSITE IMPROVEMENTS
IN BROWARD COUNTY

SIGNING AND PAVEMENT MARKING PLAN 3 OF 5

SHEET NO. 44

Bowman

Appendix D

Traffic Volumes

AM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
INDIAN TRACE CENTER TRAFFIC ANALYSIS

Intersection	Scenario	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
		EBLT	EBT	EBRT	WBLT	WBT	WBRT	NBLT	NBT	NBRT	SBLT	SBT	SBRT
AM PEAK HOUR													
SW 160 Avenue at Indian Trace Center Entrance	Traffic Count (05/13/25)	1	2	1	53	13	28	3	110	117	33	73	10
	Peak Season Conversion 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
	2025 Peak Season Traffic	**1**	**2**	**1**	**53**	**13**	**28**	**3**	**110**	**117**	**33**	**73**	**10**
	Compound Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	Existing plus Background Growth	1	2	1	54	13	29	3	112	119	34	74	10
	Committed Devolopment	0	0	0	0	0	0	0	0	0	0	0	0
	2027 Background Traffic	**1**	**2**	**1**	**54**	**13**	**29**	**3**	**112**	**119**	**34**	**74**	**10**
	Net New Project Trips				21		9			32	8		
	Pass-By Project Trips				-1						-1	1	
	2027 Total Traffic	**1**	**2**	**1**	**74**	**13**	**38**	**3**	**112**	**151**	**41**	**75**	**10**
SW 160 Avenue at Indian Trace	Traffic Count (05/13/25)	60	605	5	0	658	126	0	0	0	71	0	42
	Peak Season Conversion 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
	2025 Peak Season Traffic	**60**	**605**	**5**	**0**	**658**	**126**	**0**	**0**	**0**	**71**	**0**	**42**
	Compound Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	Existing plus Background Growth	61	617	5	0	671	129	0	0	0	72	0	43
	Committed Devolopment			28	15					30			
	2027 Background Traffic	**61**	**617**	**33**	**15**	**671**	**129**	**0**	**0**	**30**	**72**	**0**	**43**
	Net New Project Trips	24					8				5		16
	Pass-By Project Trips	0					0				0		0
	2027 Total Traffic	**85**	**617**	**33**	**15**	**671**	**137**	**0**	**0**	**30**	**77**	**0**	**59**

PM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
INDIAN TRACE CENTER TRAFFIC ANALYSIS

Intersection	Scenario	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
		EBLT	EBT	EBRT	WBLT	WBT	WBRT	NBLT	NBT	NBRT	SBLT	SBT	SBRT
PM PEAK HOUR													
SW 160 Avenue at Indian Trace Center Entrance	Traffic Count (05/13/25)	6	14	2	96	29	42	5	130	154	33	64	11
	Peak Season Conversion 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
	2025 Peak Season Traffic	**6**	**14**	**2**	**96**	**29**	**42**	**5**	**130**	**154**	**33**	**64**	**11**
	Compound Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	Existing plus Background Growth	6	14	2	98	30	43	5	133	157	34	65	11
	Committed Devolopment	0	0	0	0	0	0	0	0	0	0	0	0
	2027 Background Traffic	**6**	**14**	**2**	**98**	**30**	**43**	**5**	**133**	**157**	**34**	**65**	**11**
	Net New Project Trips				27		11			33	8		
	Pass-By Project Trips				-2		-1		1	-1	-2	2	
	2027 Total Traffic	**6**	**14**	**2**	**123**	**30**	**53**	**5**	**134**	**189**	**40**	**67**	**11**
SW 160 Avenue at Indian Trace	Traffic Count (05/13/25)	140	667	3	0	534	141	0	0	0	68	0	91
	Peak Season Conversion 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
	2025 Peak Season Traffic	**140**	**667**	**3**	**0**	**534**	**141**	**0**	**0**	**0**	**68**	**0**	**91**
	Compound Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	Existing plus Background Growth	143	680	3	0	545	144	0	0	0	69	0	93
	Committed Devolopment			31	16					46			
	2027 Background Traffic	**143**	**680**	**34**	**16**	**545**	**144**	**0**	**0**	**46**	**69**	**0**	**93**
	Net New Project Trips	25					8				6		21
	Pass-By Project Trips	0					0				0		0
	2027 Total Traffic	**168**	**680**	**34**	**16**	**545**	**152**	**0**	**0**	**46**	**75**	**0**	**114**

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Turning Movement Counts

Indian Trace at SW 160 Avenue

File Name : Indian Trace at SW 160 Avenue
Site Code : 01
Start Date : 5/13/2025
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	SW 160 Avenue Southbound							Indian Trace Westbound							SW 160 Avenue Northbound							Indian Trace Eastbound							
Start Time	Right	Thru	Left	U - Turn	P CNL	B CNL	App. Total	Right	Thru	Left	U - Turn	P CEL	B CEL	App. Total	Right	Thru	Left	U - Turn	P CSL	B CSL	App. Total	Right	Thru	Left	U - Turn	P CW L	B CW L	App. Total	Int. Total
07:00 AM	13	0	25	0	0	1	39	25	76	0	0	0	0	101	0	0	0	0	0	0	0	3	85	5	0	0	0	93	233
07:15 AM	8	0	38	0	0	0	46	28	126	0	0	0	0	154	0	1	1	0	0	0	2	3	104	10	0	0	0	117	319
07:30 AM	5	1	19	0	0	0	25	36	186	0	0	0	0	222	0	0	0	0	1	0	1	0	172	11	0	0	0	183	431
07:45 AM	7	0	9	0	0	0	16	32	173	0	0	0	0	205	1	0	0	0	0	0	1	1	177	17	0	0	0	195	417
Total	33	1	91	0	0	1	126	121	561	0	0	0	0	682	1	1	1	0	1	0	4	7	538	43	0	0	0	588	1400
08:00 AM	22	0	5	0	1	0	28	30	173	0	0	0	0	203	0	0	0	0	0	0	0	1	152	22	0	0	0	175	406
08:15 AM	15	1	12	0	0	0	28	32	117	0	0	0	0	149	1	0	0	0	0	0	1	1	82	24	0	0	0	107	285
08:30 AM	25	0	15	0	1	0	41	36	128	1	0	0	0	165	0	0	0	0	0	0	0	2	80	27	1	0	0	110	316
08:45 AM	21	0	13	0	1	1	36	43	104	0	0	0	0	147	0	0	0	0	0	0	0	1	87	20	0	0	0	108	291
Total	83	1	45	0	3	1	133	141	522	1	0	0	0	664	1	0	0	0	0	0	1	5	401	93	1	0	0	500	1298
*** BREAK ***																													
04:00 PM	27	0	16	0	0	0	43	42	134	0	0	0	0	176	0	0	0	0	0	0	0	0	158	27	0	0	0	185	404
04:15 PM	26	0	23	0	0	0	49	30	99	0	0	0	0	129	1	0	0	0	1	0	2	1	158	21	0	0	0	180	360
04:30 PM	16	0	14	0	0	1	31	31	130	0	0	0	0	161	1	0	0	0	0	0	1	0	142	31	0	0	0	173	366
04:45 PM	20	0	19	0	0	2	41	42	132	0	0	0	0	174	0	0	0	0	0	0	0	1	139	30	0	0	0	170	385
Total	89	0	72	0	0	3	164	145	495	0	0	0	0	640	2	0	0	0	1	0	3	2	597	109	0	0	0	708	1515
05:00 PM	21	0	17	0	0	1	39	30	140	0	0	0	0	170	0	0	0	0	0	0	0	0	194	39	0	0	0	233	442
05:15 PM	27	0	16	0	0	0	43	34	126	0	0	0	0	160	0	0	0	0	0	0	0	0	179	36	0	0	0	215	418
05:30 PM	23	0	16	0	1	0	40	35	136	0	0	0	0	171	0	0	0	0	0	0	0	2	155	35	0	0	0	192	403
05:45 PM	24	1	15	0	0	0	40	42	115	0	0	0	0	157	0	0	1	0	0	0	1	1	148	36	0	0	0	185	383
Total	95	1	64	0	1	1	162	141	517	0	0	0	0	658	0	0	1	0	0	0	1	3	676	146	0	0	0	825	1646
Grand Total	300	3	272	0	4	6	585	548	2095	1	0	0	0	2644	4	1	2	0	2	0	9	17	2212	391	1	0	0	2621	5859
Apprch %	51.3	0.5	46.5	0	0.7	1		20.7	79.2	0	0	0	0		44.4	11.1	22.2	0	22.2	0		0.6	84.4	14.9	0	0	0		
Total %	5.1	0.1	4.6	0	0.1	0.1	10	9.4	35.8	0	0	0	0	45.1	0.1	0	0	0	0	0	0.2	0.3	37.8	6.7	0	0	0	44.7	
Passenger Cars	292	3	271	0	4	6	576	545	2076	0	0	0	0	2621	3	1	1	0	2	0	7	14	2192	385	1	0	0	2592	5796
% Passenger Cars	97.3	100	99.6	0	100	100	98.5	99.5	99.1	0	0	0	0	99.1	75	100	50	0	100	0	77.8	82.4	99.1	98.5	100	0	0	98.9	98.9
Heavy Vehicles	8	0	1	0	0	0	9	3	19	1	0	0	0	23	1	0	1	0	0	0	2	3	20	6	0	0	0	29	63
% Heavy Vehicles	2.7	0	0.4	0	0	0	1.5	0.5	0.9	100	0	0	0	0.9	25	0	50	0	0	0	22.2	17.6	0.9	1.5	0	0	0	1.1	1.1

P CEL:Pedestrians Crossing East Leg - B CEL:Bicyclists Crossing East Leg

P CNL:Pedestrians Crossing North Leg - B CNL:Bicyclists Crossing North Leg

P CSL:Pedestrians Crossing South Leg - B CSL:Bicyclists Crossing South Leg

P CWL:Pedestrians Crossing West Leg - B CWL:Bicyclists Crossing West Leg

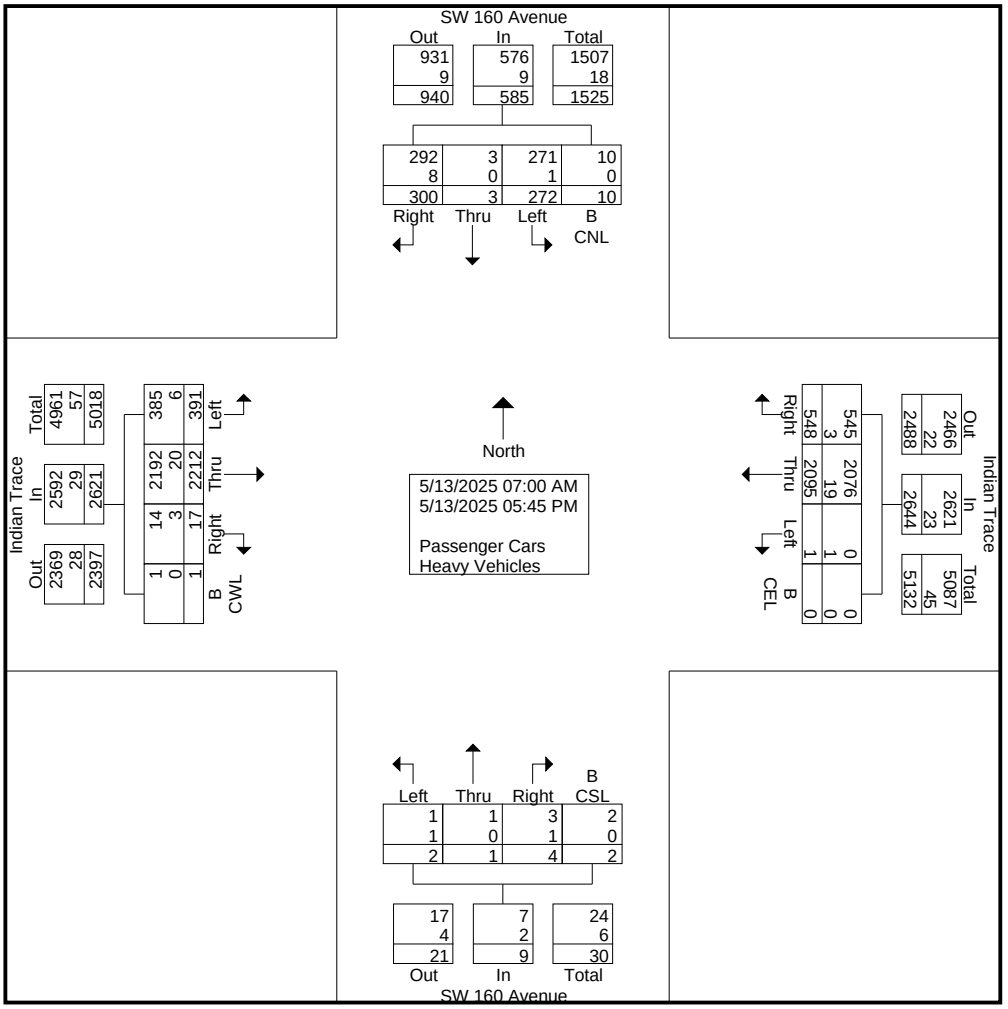
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Turning Movement Counts

Indian Trace at SW 160 Avenue

File Name : Indian Trace at SW 160 Avenue
Site Code : 01
Start Date : 5/13/2025
Page No : 2



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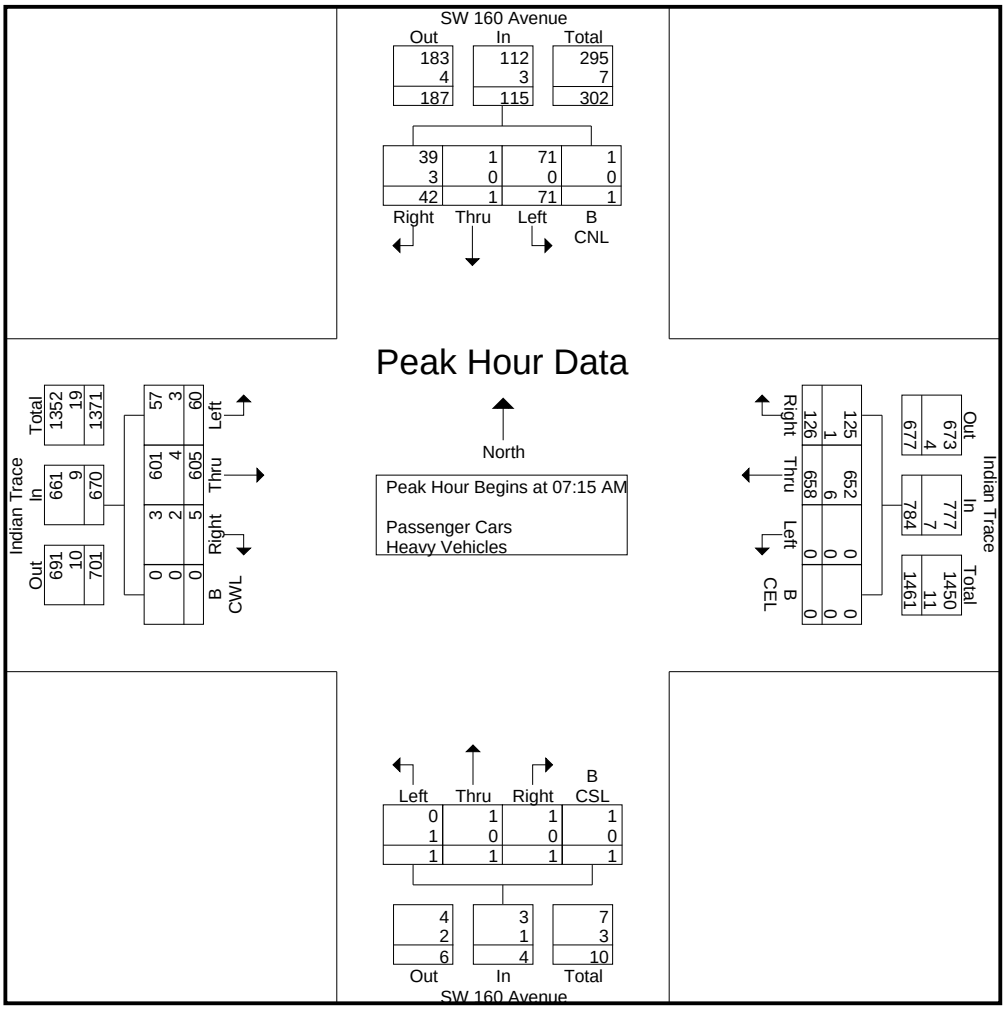
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Turning Movement Counts

Indian Trace at SW 160 Avenue

File Name : Indian Trace at SW 160 Avenue
Site Code : 01
Start Date : 5/13/2025
Page No : 4

	SW 160 Avenue Southbound							Indian Trace Westbound							SW 160 Avenue Northbound							Indian Trace Eastbound							
Start Time	Right	Thru	Left	U - Turn	P CNL	B CNL	App. Total	Right	Thru	Left	U - Turn	P CEL	B CEL	App. Total	Right	Thru	Left	U - Turn	P CSL	B CSL	App. Total	Right	Thru	Left	U - Turn	P CW L	B CW L	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																													
Peak Hour for Entire Intersection Begins at 07:15 AM																													
07:15 AM	8	0	**38**	0	0	0	**46**	28	126	0	0	0	0	154	0	**1**	**1**	0	0	0	**2**	**3**	104	10	0	0	0	117	319
07:30 AM	5	**1**	19	0	0	0	25	**36**	**186**					**222**	0	0	0	0	**1**	0	1	0	172	11	0	0	0	183	**431**
07:45 AM	7	0	9	0	0	0	16	32	173	0	0	0	0	205	**1**	0	0	0	0	0	1	1	**177**					**195**	417
08:00 AM	**22**	0	5	0	**1**	0	28	30	173	0	0	0	0	203	0	0	0	0	0	0	0	1	152	**22**	0	0	0	175	406
Total Volume	42	1	71	0	1	0	115	126	658	0	0	0	0	784	1	1	1	0	1	0	4	5	605	60	0	0	0	670	1573
% App. Total	36.5	0.9	61.7	0	0.9	0		16.1	83.9	0	0	0	0		25	25	25	0	25	0		0.7	90.3	9	0	0	0		
PHF	.477	.250	.467	.000	.250	.000	.625	.875	.884	.000	.000	.000	.000	.883	.250	.250	.250	.000	.250	.000	.500	.417	.855	.682	.000	.000	.000	.859	.912
Passenger Cars	39	1	71	0	1	0	112	125	652	0	0	0	0	777	1	1	0	0	1	0	3	3	601	57	0	0	0	661	1553
% Passenger Cars	92.9	100	100	0	100	0	97.4	99.2	99.1	0	0	0	0	99.1	100	100	0	0	100	0	75.0	60.0	99.3	95.0	0	0	0	98.7	98.7
Heavy Vehicles	3	0	0	0	0	0	3	1	6	0	0	0	0	7	0	0	1	0	0	0	1	2	4	3	0	0	0	9	20
% Heavy Vehicles	7.1	0	0	0	0	0	2.6	0.8	0.9	0	0	0	0	0.9	0	0	100	0	0	0	25.0	40.0	0.7	5.0	0	0	0	1.3	1.3



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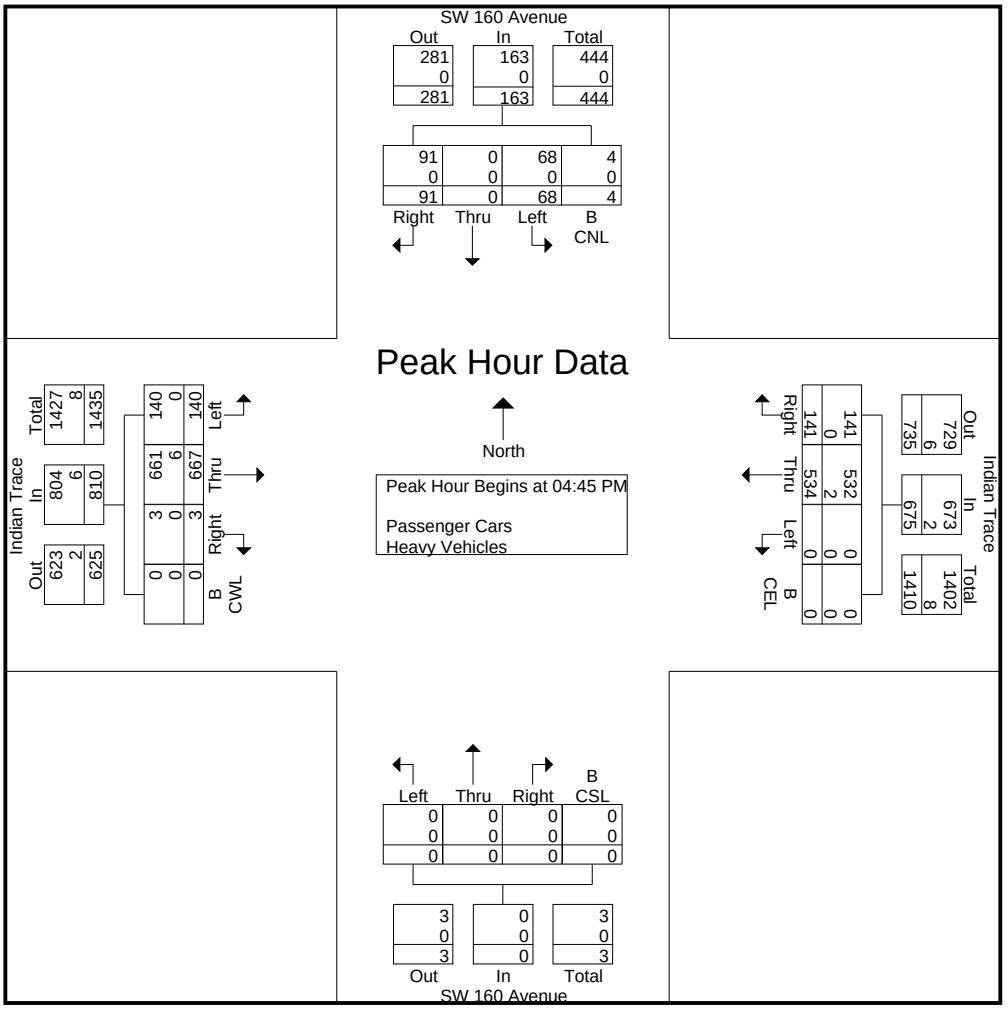
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Turning Movement Counts

Indian Trace at SW 160 Avenue

File Name : Indian Trace at SW 160 Avenue
Site Code : 01
Start Date : 5/13/2025
Page No : 8

	SW 160 Avenue Southbound							Indian Trace Westbound							SW 160 Avenue Northbound							Indian Trace Eastbound							
Start Time	Right	Thru	Left	U-Turn	P CNL	B CNL	App. Total	Right	Thru	Left	U-Turn	P CEL	B CEL	App. Total	Right	Thru	Left	U-Turn	P CSL	B CSL	App. Total	Right	Thru	Left	U-Turn	P CW L	B CW L	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																													
Peak Hour for Entire Intersection Begins at 04:45 PM																													
04:45 PM	20	0	**19**	0	0	**2**	41	**42**	132	0	0	0	0	**174**	0	0	0	0	0	0	0	1	139	30	0	0	0	170	385
05:00 PM	21	0	17	0	0	1	39	30	**140**														**194**	**39**	0	0	0	**233**	**442**
05:15 PM	**27**	0	16	0	0	0	**43**	34	126	0	0	0	0	160	0	0	0	0	0	0	0	0	179	36	0	0	0	215	418
05:30 PM	23	0	16	0	**1**	0	40	35	136	0	0	0	0	171	0	0	0	0	0	0	0	**2**	155	35	0	0	0	192	403
Total Volume	91	0	68	0	1	3	163	141	534	0	0	0	0	675	0	0	0	0	0	0	0	3	667	140	0	0	0	810	1648
% App. Total	55.8	0	41.7	0	0.6	1.8		20.9	79.1	0	0	0	0		0	0	0	0	0	0		0.4	82.3	17.3	0	0	0		
PHF	.843	.000	.895	.000	.250	.375	.948	.839	.954	.000	.000	.000	.000	.970	.000	.000	.000	.000	.000	.000	.000	.375	.860	.897	.000	.000	.000	.869	.932
Passenger Cars	91	0	68	0	1	3	163	141	532	0	0	0	0	673	0	0	0	0	0	0	0	3	661	140	0	0	0	804	1640
% Passenger Cars	100	0	100	0	100	100	100	100	99.6	0	0	0	0	99.7	0	0	0	0	0	0	0	100	99.1	100	0	0	0	99.3	99.5
Heavy Vehicles	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	6	0	0	0	0	6	8
% Heavy Vehicles	0	0	0	0	0	0	0	0	0.4	0	0	0	0	0.3	0	0	0	0	0	0	0	0	0.9	0	0	0	0	0.7	0.5



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Turning Movement Counts

SW 160 Avenue at Indian Trace Center Pla

File Name : SW 160 Avenue at Indian Trace Center Plaza
Site Code : 01
Start Date : 5/13/2025
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	SW 160 Avenue Southbound							Indian Trace Center plaza Westbound							SW 160 Avenue Northbound							Indian Trace Center plaza Eastbound							
Start Time	Right	Thru	Left	U - Turn	P CNL	B CNL	App. Total	Right	Thru	Left	U - Turn	P CEL	B CEL	App. Total	Right	Thru	Left	U - Turn	P CSL	B CSL	App. Total	Right	Thru	Left	U - Turn	P CW L	B CW L	App. Total	Int. Total
07:00 AM	2	28	3	0	0	0	33	2	0	11	0	1	0	14	7	23	0	0	0	0	30	0	0	0	0	0	0	0	77
07:15 AM	1	40	1	0	0	0	42	1	1	5	0	0	0	7	11	28	1	0	0	0	40	0	0	0	0	0	0	0	89
07:30 AM	1	19	1	0	0	0	21	1	3	7	0	1	0	12	9	38	1	0	0	0	48	0	0	0	0	0	0	0	81
07:45 AM	4	9	4	0	0	0	17	1	0	5	0	2	0	8	14	31	3	0	0	0	48	0	1	0	0	0	0	1	74
Total	8	96	9	0	0	0	113	5	4	28	0	4	0	41	41	120	5	0	0	0	166	0	1	0	0	0	0	1	321
08:00 AM	3	15	7	0	0	0	25	4	1	10	0	0	0	15	23	29	0	0	0	0	52	1	0	0	0	0	0	1	93
08:15 AM	1	14	7	0	0	0	22	1	2	13	0	0	0	16	24	28	0	0	0	0	52	0	1	0	0	0	0	1	91
08:30 AM	3	23	10	0	0	0	36	14	5	20	0	0	0	39	36	24	3	0	0	0	63	0	0	1	0	0	0	1	139
08:45 AM	3	21	9	0	0	0	33	9	5	10	0	0	0	24	34	29	0	0	0	0	63	0	1	0	0	0	0	1	121
Total	10	73	33	0	0	0	116	28	13	53	0	0	0	94	117	110	3	0	0	0	230	1	2	1	0	0	0	4	444
*** BREAK ***																													
04:00 PM	0	17	10	0	1	1	29	12	5	27	0	1	2	47	36	35	0	0	0	0	71	0	1	1	0	0	0	2	149
04:15 PM	1	23	9	0	0	0	33	15	5	26	0	0	0	46	22	30	0	0	0	0	52	0	4	0	0	0	0	4	135
04:30 PM	4	11	8	0	0	1	24	7	5	19	0	0	2	33	28	44	1	0	0	2	75	0	2	0	0	1	0	3	135
04:45 PM	6	15	7	1	0	0	29	19	2	19	0	0	0	40	36	33	1	0	0	0	70	2	2	2	0	0	0	6	145
Total	11	66	34	1	1	2	115	53	17	91	0	1	4	166	122	142	2	0	0	2	268	2	9	3	0	1	0	15	564
05:00 PM	4	16	6	0	0	0	26	12	10	25	0	0	0	47	30	40	1	0	0	0	71	0	4	2	0	0	0	6	150
05:15 PM	3	18	8	0	0	0	29	12	10	22	0	0	0	44	34	33	1	1	0	0	69	0	2	1	0	0	0	3	145
05:30 PM	0	16	8	0	0	0	24	7	6	21	0	1	0	35	43	28	0	1	0	0	72	0	1	0	0	0	0	1	132
05:45 PM	4	14	11	0	1	1	31	11	3	28	0	1	2	45	47	29	1	0	0	2	79	2	7	3	0	0	0	12	167
Total	11	64	33	0	1	1	110	42	29	96	0	2	2	171	154	130	3	2	0	2	291	2	14	6	0	0	0	22	594
Grand Total	40	299	109	1	2	3	454	128	63	268	0	7	6	472	434	502	13	2	0	4	955	5	26	10	0	1	0	42	1923
Apprch %	8.8	65.9	24	0.2	0.4	0.7		27.1	13.3	56.8	0	1.5	1.3		45.4	52.6	1.4	0.2	0	0.4		11.9	61.9	23.8	0	2.4	0		
Total %	2.1	15.5	5.7	0.1	0.1	0.2	23.6	6.7	3.3	13.9	0	0.4	0.3	24.5	22.6	26.1	0.7	0.1	0	0.2	49.7	0.3	1.4	0.5	0	0.1	0	2.2	
Passenger Cars	38	297	109	1	2	3	450	128	63	263	0	7	3	464	429	500	8	2	0	2	941	4	26	10	0	1	0	41	1896
% Passenger Cars	95	99.3	100	100	100	100	99.1	100	100	98.1	0	100	50	98.3	98.8	99.6	61.5	100	0	50	98.5	80	100	100	0	100	0	97.6	98.6
Heavy Vehicles	2	2	0	0	0	0	4	0	0	5	0	0	3	8	5	2	5	0	0	2	14	1	0	0	0	0	0	1	27
% Heavy Vehicles	5	0.7	0	0	0	0	0.9	0	0	1.9	0	0	50	1.7	1.2	0.4	38.5	0	0	50	1.5	20	0	0	0	0	0	2.4	1.4

P CEL:Pedestrians Crossing East Leg - B CEL:Bicyclists Crossing East Leg

P CNL:Pedestrians Crossing North Leg - B CNL:Bicyclists Crossing North Leg

P CSL:Pedestrians Crossing South Leg - B CSL:Bicyclists Crossing South Leg

P CWL:Pedestrians Crossing West Leg - B CWL:Bicyclists Crossing West Leg

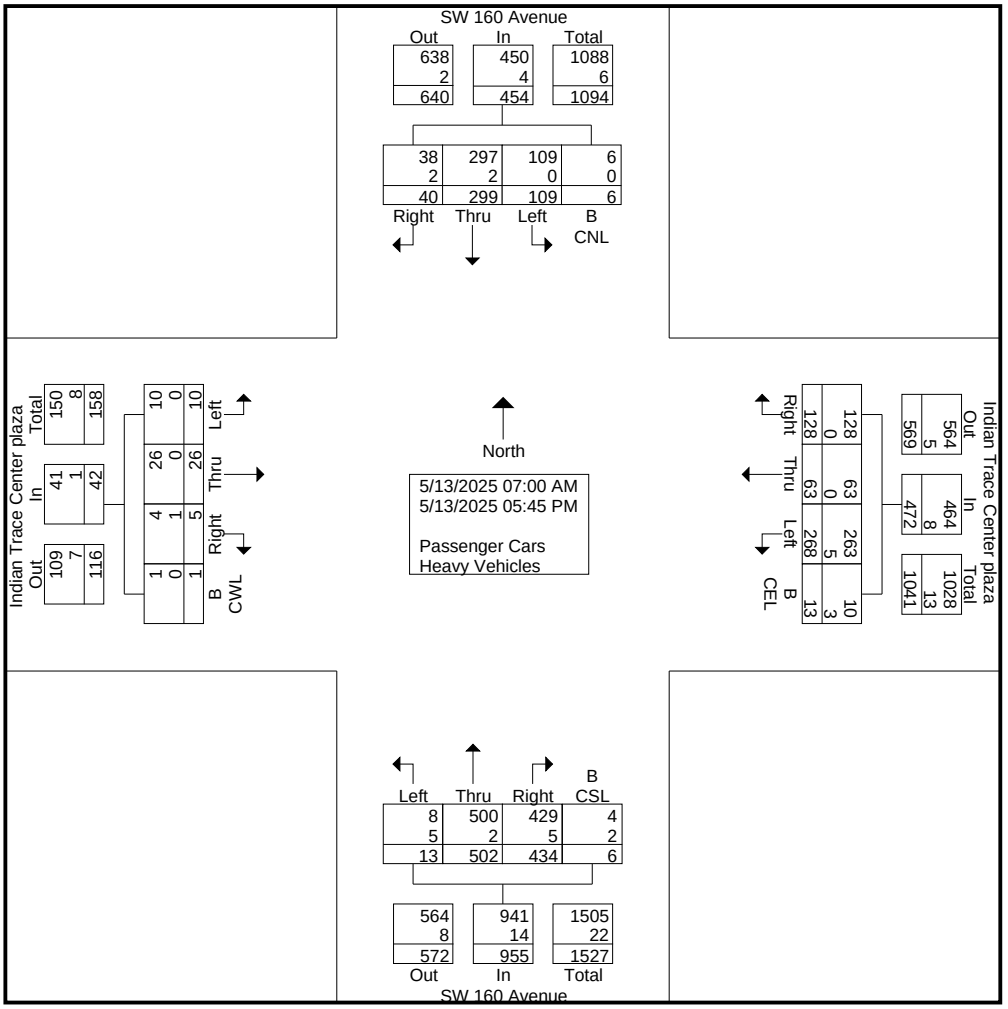
CHP Consulting Engineers Inc

9594 NW 41st Street, Suite 201 - Doral, Florida 33178
t: (305)592-1070, 201 / f: (305)592-1078 / c: (305)542-7866

Turning Movement Counts

SW 160 Avenue at Indian Trace Center Pla

File Name : SW 160 Avenue at Indian Trace Center Plaza
Site Code : 01
Start Date : 5/13/2025
Page No : 2



CHP Consulting Engineers Inc

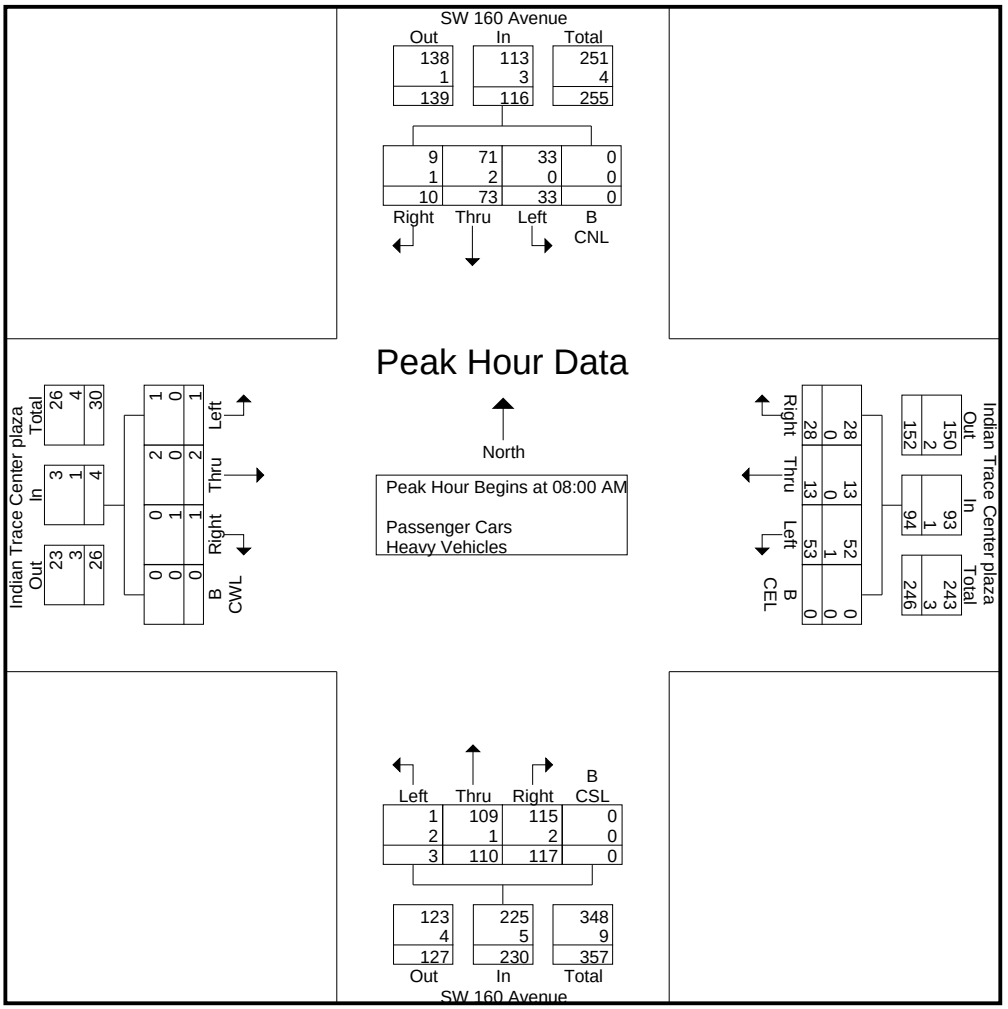
9594 NW 41st Street, Suite 201 - Doral, Florida 33178
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Turning Movement Counts

SW 160 Avenue at Indian Trace Center Pla

File Name : SW 160 Avenue at Indian Trace Center Plaza
Site Code : 01
Start Date : 5/13/2025
Page No : 4

	SW 160 Avenue Southbound							Indian Trace Center plaza Westbound							SW 160 Avenue Northbound							Indian Trace Center plaza Eastbound							
Start Time	Right	Thru	Left	U - Turn	P CNL	B CNL	App. Total	Right	Thru	Left	U - Turn	P CEL	B CEL	App. Total	Right	Thru	Left	U - Turn	P CSL	B CSL	App. Total	Right	Thru	Left	U - Turn	P CW L	B CW L	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																												
Peak Hour for Entire Intersection Begins at 08:00 AM																												
08:00 AM	**3**	15	7	0	0	0	25	4	1	10	0	0	0	15	23	**29**	0	0	0	0	52	**1**	0	0	0	0	0	**1**	93
08:15 AM	1	14	7	0	0	0	22	1	2	13	0	0	0	16	24	28	0	0	0	0	52	0	**1**	0	0	0	0	1	91
08:30 AM	3	**23**	**10**	0	0	0	**36**	**14**	**5**	**20**	0	0	0	**39**	**36**	24	**3**	0	0	0	**63**	0	0	**1**	0	0	0	1	**139**
08:45 AM	3	21	9	0	0	0	33	9	5	10	0	0	0	24	34	29	0	0	0	0	63	0	1	0	0	0	0	1	121
Total Volume	10	73	33	0	0	0	116	28	13	53	0	0	0	94	117	110	3	0	0	0	230	1	2	1	0	0	0	4	444
% App. Total	8.6	62.9	28.4	0	0	0		29.8	13.8	56.4	0	0	0		50.9	47.8	1.3	0	0	0		25	50	25	0	0	0		
PHF	.833	.793	.825	.000	.000	.000	.806	.500	.650	.663	.000	.000	.000	.603	.813	.948	.250	.000	.000	.000	.913	.250	.500	.250	.000	.000	.000	1.00	.799
Passenger Cars	9	71	33	0	0	0	113	28	13	52	0	0	0	93	115	109	1	0	0	0	225	0	2	1	0	0	0	3	434
% Passenger Cars	90.0	97.3	100	0	0	0	97.4	100	100	98.1	0	0	0	98.9	98.3	99.1	33.3	0	0	0	97.8	0	100	100	0	0	0	75.0	97.7
Heavy Vehicles	1	2	0	0	0	0	3	0	0	1	0	0	0	1	2	1	2	0	0	0	5	1	0	0	0	0	0	1	10
% Heavy Vehicles	10.0	2.7	0	0	0	0	2.6	0	0	1.9	0	0	0	1.1	1.7	0.9	66.7	0	0	0	2.2	100	0	0	0	0	0	25.0	2.3



CHP Consulting Engineers Inc

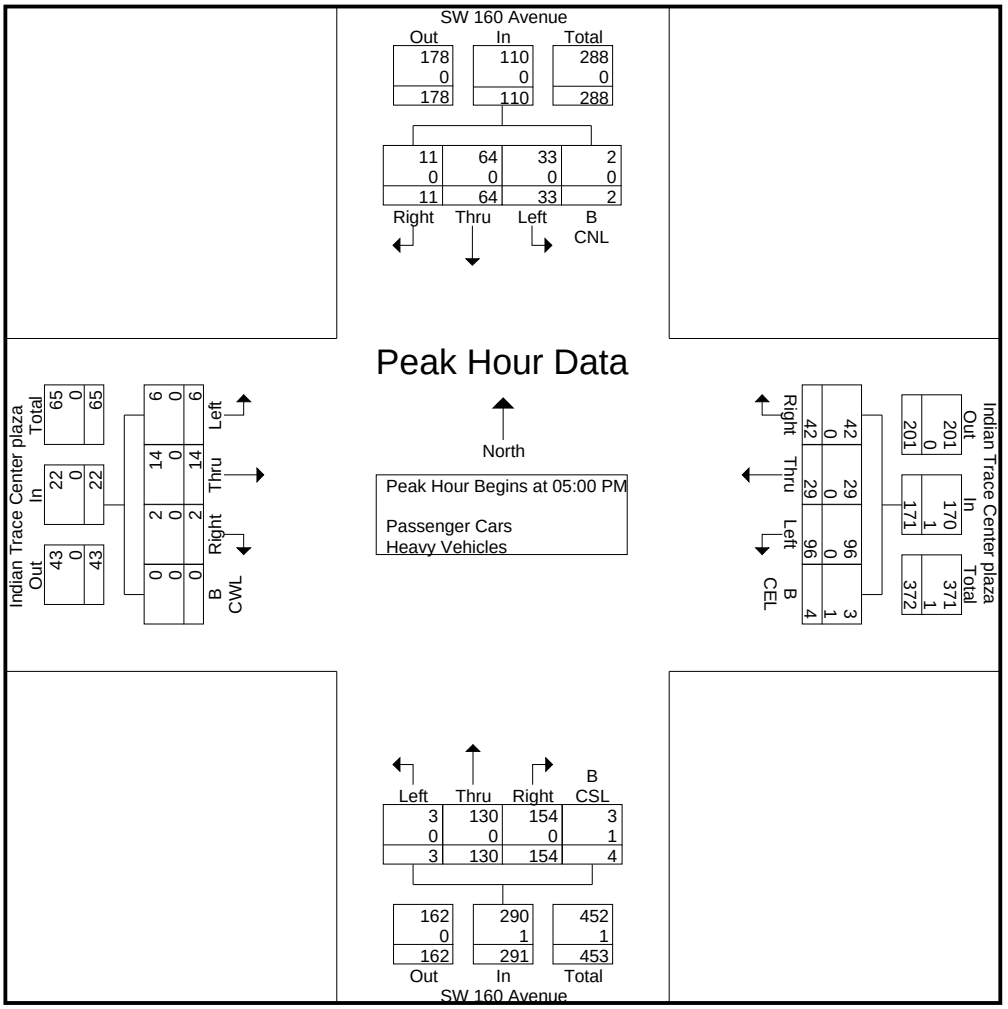
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Turning Movement Counts

SW 160 Avenue at Indian Trace Center Pla

File Name : SW 160 Avenue at Indian Trace Center Plaza
Site Code : 01
Start Date : 5/13/2025
Page No : 8

	SW 160 Avenue Southbound							Indian Trace Center plaza Westbound							SW 160 Avenue Northbound							Indian Trace Center plaza Eastbound							
Start Time	Right	Thru	Left	U - Turn	P CNL	B CNL	App. Total	Right	Thru	Left	U - Turn	P CEL	B CEL	App. Total	Right	Thru	Left	U - Turn	P CSL	B CSL	App. Total	Right	Thru	Left	U - Turn	P CW L	B CW L	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																												
Peak Hour for Entire Intersection Begins at 05:00 PM																												
05:00 PM	**4**	16	6	0	0	0	26	**12**	**10**	25	0	0	0	**47**	30	**40**	**1**	0	0	0	71	0	4	2	0	0	0	6	150
05:15 PM	3	**18**	8	0	0	0	29	12	10	22	0	0	0	44	34	33	1	**1**	0	0	69	0	2	1	0	0	0	3	145
05:30 PM	0	16	8	0	0	0	24	7	6	21	0	**1**	0	35	43	28	0	1	0	0	72	0	1	0	0	0	0	1	132
05:45 PM	4	14	**11**	0	**1**	**1**	**31**	11	3	**28**	0	1	**2**	45	**47**	29	1	0	0	**2**	**79**	**2**	**7**	**3**	0	0	0	**12**	**167**
Total Volume	11	64	33	0	1	1	110	42	29	96	0	2	2	171	154	130	3	2	0	2	291	2	14	6	0	0	0	22	594
% App. Total	10	58.2	30	0	0.9	0.9		24.6	17	56.1	0	1.2	1.2		52.9	44.7	1	0.7	0	0.7		9.1	63.6	27.3	0	0	0		
PHF	.688	.889	.750	.000	.250	.250	.887	.875	.725	.857	.000	.500	.250	.910	.819	.813	.750	.500	.000	.250	.921	.250	.500	.500	.000	.000	.000	.458	.889
Passenger Cars	11	64	33	0	1	1	110	42	29	96	0	2	1	170	154	130	3	2	0	1	290	2	14	6	0	0	0	22	592
% Passenger Cars	100	100	100	0	100	100	100	100	100	100	0	100	50.0	99.4	100	100	100	100	0	50.0	99.7	100	100	100	0	0	0	100	99.7
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	50.0	0.6	0	0	0	0	0	50.0	0.3	0	0	0	0	0	0	0	0.3



2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8630 WEST-W OF US441

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.05	1.07
2	01/07/2024 - 01/13/2024	1.04	1.06
3	01/14/2024 - 01/20/2024	1.02	1.04
4	01/21/2024 - 01/27/2024	1.00	1.02
5	01/28/2024 - 02/03/2024	0.99	1.01
6	02/04/2024 - 02/10/2024	0.98	1.00
* 7	02/11/2024 - 02/17/2024	0.97	0.99
* 8	02/18/2024 - 02/24/2024	0.97	0.99
* 9	02/25/2024 - 03/02/2024	0.97	0.99
*10	03/03/2024 - 03/09/2024	0.97	0.99
*11	03/10/2024 - 03/16/2024	0.97	0.99
*12	03/17/2024 - 03/23/2024	0.97	0.99
*13	03/24/2024 - 03/30/2024	0.98	1.00
*14	03/31/2024 - 04/06/2024	0.98	1.00
*15	04/07/2024 - 04/13/2024	0.99	1.01
*16	04/14/2024 - 04/20/2024	0.99	1.01
*17	04/21/2024 - 04/27/2024	0.99	1.01
*18	04/28/2024 - 05/04/2024	0.98	1.00
*19	05/05/2024 - 05/11/2024	0.98	1.00
20	05/12/2024 - 05/18/2024	0.98	1.00
21	05/19/2024 - 05/25/2024	0.99	1.01
22	05/26/2024 - 06/01/2024	1.00	1.02
23	06/02/2024 - 06/08/2024	1.01	1.03
24	06/09/2024 - 06/15/2024	1.03	1.05
25	06/16/2024 - 06/22/2024	1.03	1.05
26	06/23/2024 - 06/29/2024	1.04	1.06
27	06/30/2024 - 07/06/2024	1.04	1.06
28	07/07/2024 - 07/13/2024	1.05	1.07
29	07/14/2024 - 07/20/2024	1.05	1.07
30	07/21/2024 - 07/27/2024	1.04	1.06
31	07/28/2024 - 08/03/2024	1.03	1.05
32	08/04/2024 - 08/10/2024	1.01	1.03
33	08/11/2024 - 08/17/2024	1.00	1.02
34	08/18/2024 - 08/24/2024	1.00	1.02
35	08/25/2024 - 08/31/2024	1.00	1.02
36	09/01/2024 - 09/07/2024	1.00	1.02
37	09/08/2024 - 09/14/2024	1.00	1.02
38	09/15/2024 - 09/21/2024	1.00	1.02
39	09/22/2024 - 09/28/2024	1.00	1.02
40	09/29/2024 - 10/05/2024	1.00	1.02
41	10/06/2024 - 10/12/2024	1.00	1.02
42	10/13/2024 - 10/19/2024	1.00	1.02
43	10/20/2024 - 10/26/2024	1.00	1.02
44	10/27/2024 - 11/02/2024	1.00	1.02
45	11/03/2024 - 11/09/2024	1.00	1.02
46	11/10/2024 - 11/16/2024	1.00	1.02
47	11/17/2024 - 11/23/2024	1.01	1.03
48	11/24/2024 - 11/30/2024	1.02	1.04
49	12/01/2024 - 12/07/2024	1.03	1.05
50	12/08/2024 - 12/14/2024	1.04	1.06
51	12/15/2024 - 12/21/2024	1.05	1.07
52	12/22/2024 - 12/28/2024	1.04	1.06
53	12/29/2024 - 12/31/2024	1.02	1.04

* PEAK SEASON

GROWTH RATE SUMMARY
INDIAN TRACE CENTER TRAFFIC ANALYSIS

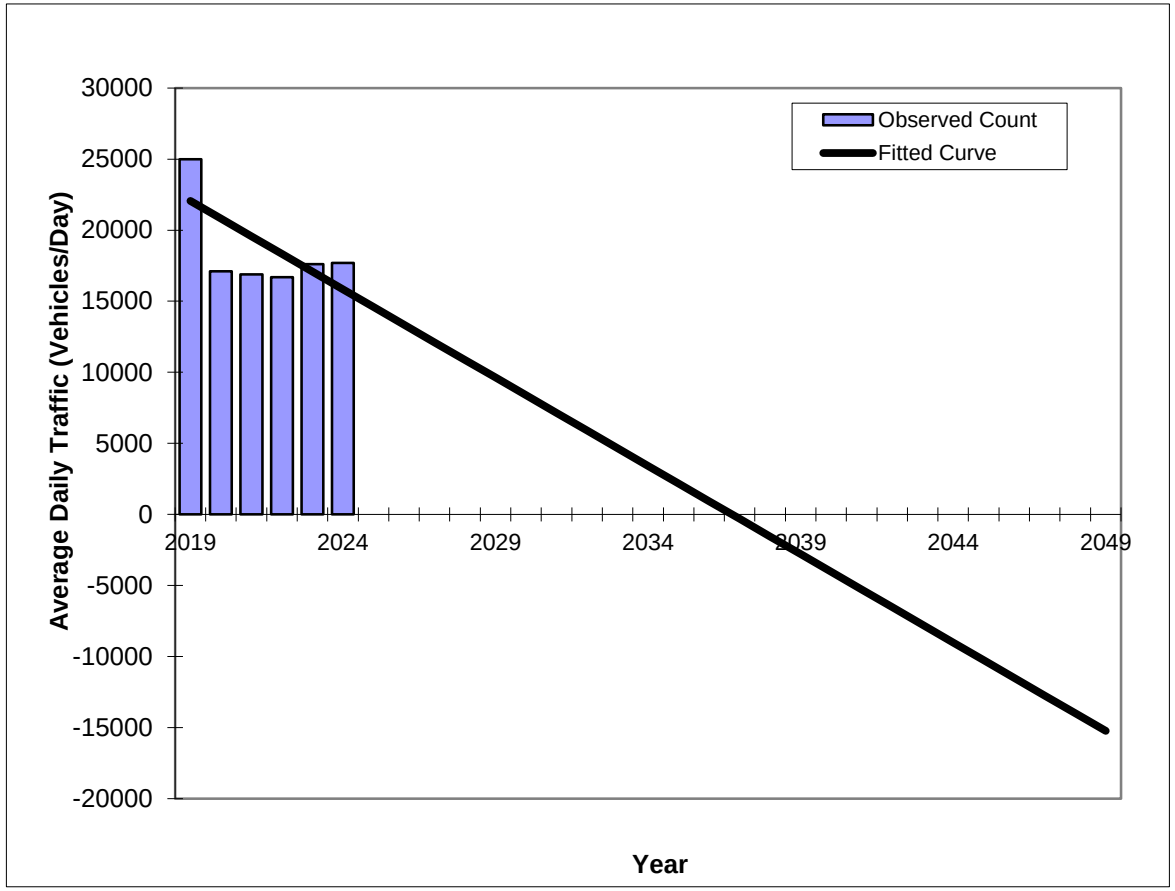
		LINEAR REGRESSION		EXPONENTIAL		DECAY EXPONENTIAL	
FDOT STATION	LOCATION	GROWTH RATE	R-SQUARED	GROWTH RATE	R-SQUARED	GROWTH RATE	R-SQUARED
5 YEARS (2019-2024)							
86-9122	SW 14 STREET, E. OF I-75	-3.32%	12.37%	-2.89%	8.86%	-5.65%	32.88%
86-9190	WESTON ROAD, S. OF SW 14 STREET	-7.67%	83.01%	-8.66%	87.51%	-9.52%	97.01%
86-7094	SW 14 STREET, W. OF WESTON ROAD	-6.64%	46.94%	-6.77%	45.56%	-9.15%	71.43%
86-9433	WESTON ROAD, N. OF INDIAN TRACE	-5.64%	55.08%	-5.84%	55.37%	-7.39%	78.42%
		AVERAGE GR =	-5.82%	AVERAGE GR =	-6.04%	AVERAGE GR =	-7.93%
10 YEARS (2014-2024)							
86-9122	SW 14 STREET, E. OF I-75	-2.21%	25.59%	-2.54%	25.72%	-1.82%	12.83%
86-9190	WESTON ROAD, S. OF SW 14 STREET	-4.24%	88.62%	-5.47%	88.34%	-4.63%	68.16%
86-7094	SW 14 STREET, W. OF WESTON ROAD	-3.79%	60.60%	-4.74%	62.22%	-3.70%	38.19%
86-9433	WESTON ROAD, N. OF INDIAN TRACE	-2.32%	33.83%	-2.65%	36.45%	-1.66%	12.69%
		AVERAGE GR =	-3.14%	AVERAGE GR =	-3.85%	AVERAGE GR =	-2.95%

Traffic Trends - V2023

-- WESTON ROAD, N OF INDIAN TRACE

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869433
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2019	25,000	22,060
2020	17,100	20,810
2021	16,900	19,570
2022	16,700	18,330
2023	17,600	17,090
2024	17,700	15,840
2035 Opening Year Trend		
2035	N/A	2,170
2039 Interim Year Trend		
2039	N/A	-2,800
2049 Design Year Trend		
2049	N/A	-15,230
FSUTMS Forecasts/Trends		

Annual Trend Decrease:	1,243
Trend R-squared:	55.08%
Trend Annual Historic Growth Rate:	-5.64%
Trend Growth Rate (2024 to Design Year)	-7.85%
Printed:	5/21/2025

Linear Growth Option

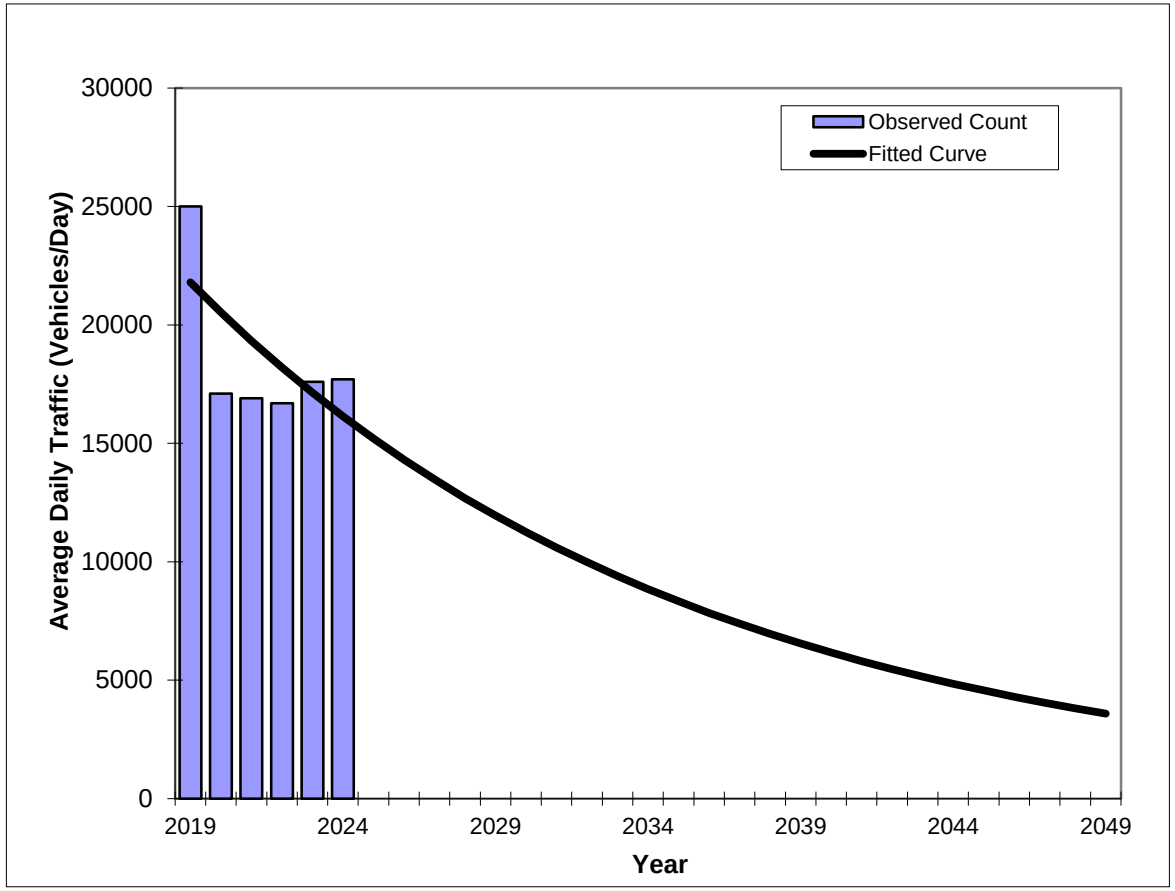
***Axle-Adjusted**

Traffic Trends - V2023

-- WESTON ROAD, N OF INDIAN TRACE

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869433
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2019	25,000	21,800
2020	17,100	20,530
2021	16,900	19,330
2022	16,700	18,200
2023	17,600	17,140
2024	17,700	16,140
2035 Opening Year Trend		
2035	N/A	8,330
2039 Interim Year Trend		
2039	N/A	6,550
2049 Design Year Trend		
2049	N/A	3,590
FSUTMS Forecasts/Trends		

Trend R-squared:	55.37%
Compounded Annual Historic Growth Rate:	-5.84%
Compounded Growth Rate (2024 to Design Year)	-5.84%
Printed:	5/21/2025

Exponential Growth Option

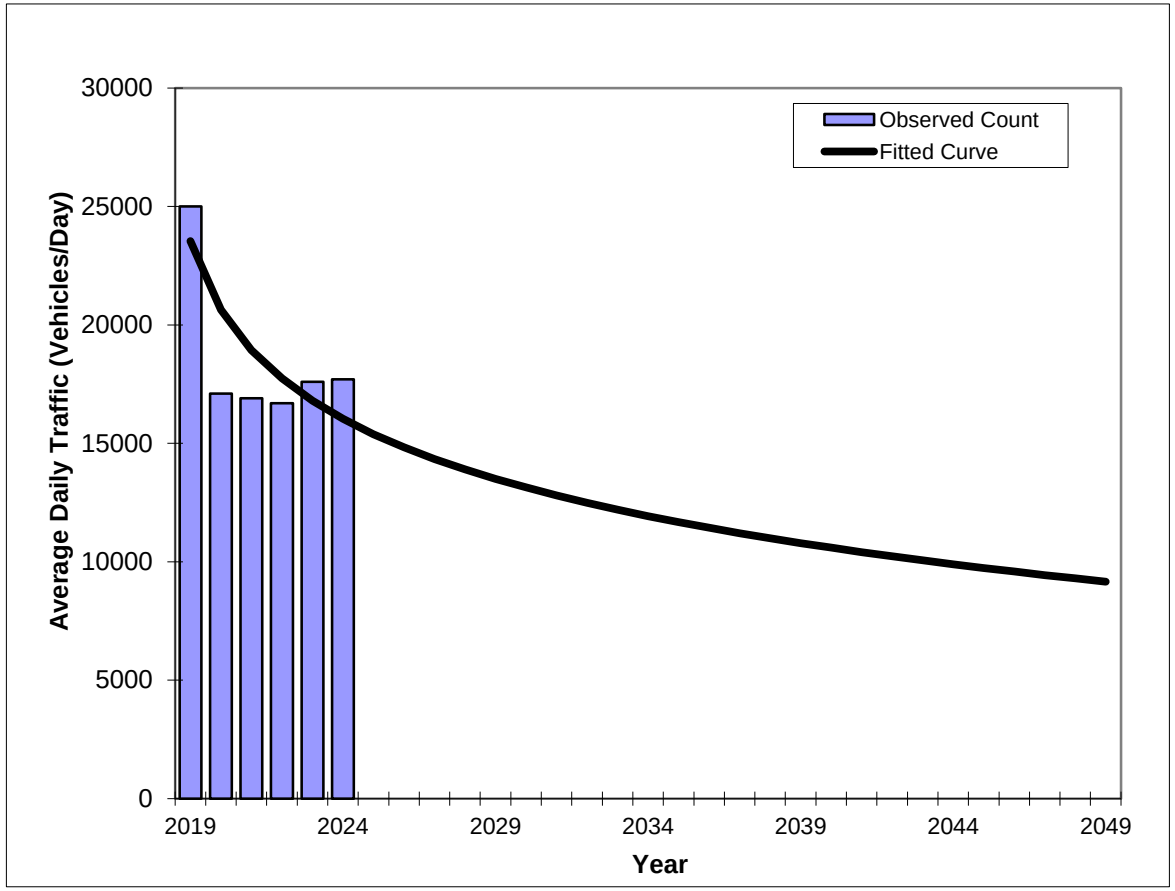
***Axle-Adjusted**

Traffic Trends - V2023

-- WESTON ROAD, N OF INDIAN TRACE

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869433
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2019	25,000	23,540
2020	17,100	20,640
2021	16,900	18,940
2022	16,700	17,740
2023	17,600	16,800
2024	17,700	16,040
2035 Opening Year Trend		
2035	N/A	11,680
2039 Interim Year Trend		
2039	N/A	10,790
2049 Design Year Trend		
2049	N/A	9,160
FSUTMS Forecasts/Trends		

Trend R-squared:	78.42%
Compounded Annual Historic Growth Rate:	-7.39%
Compounded Growth Rate (2024 to Design Year)	-2.22%
Printed:	5/21/2025

Decaying Exponential Growth Option

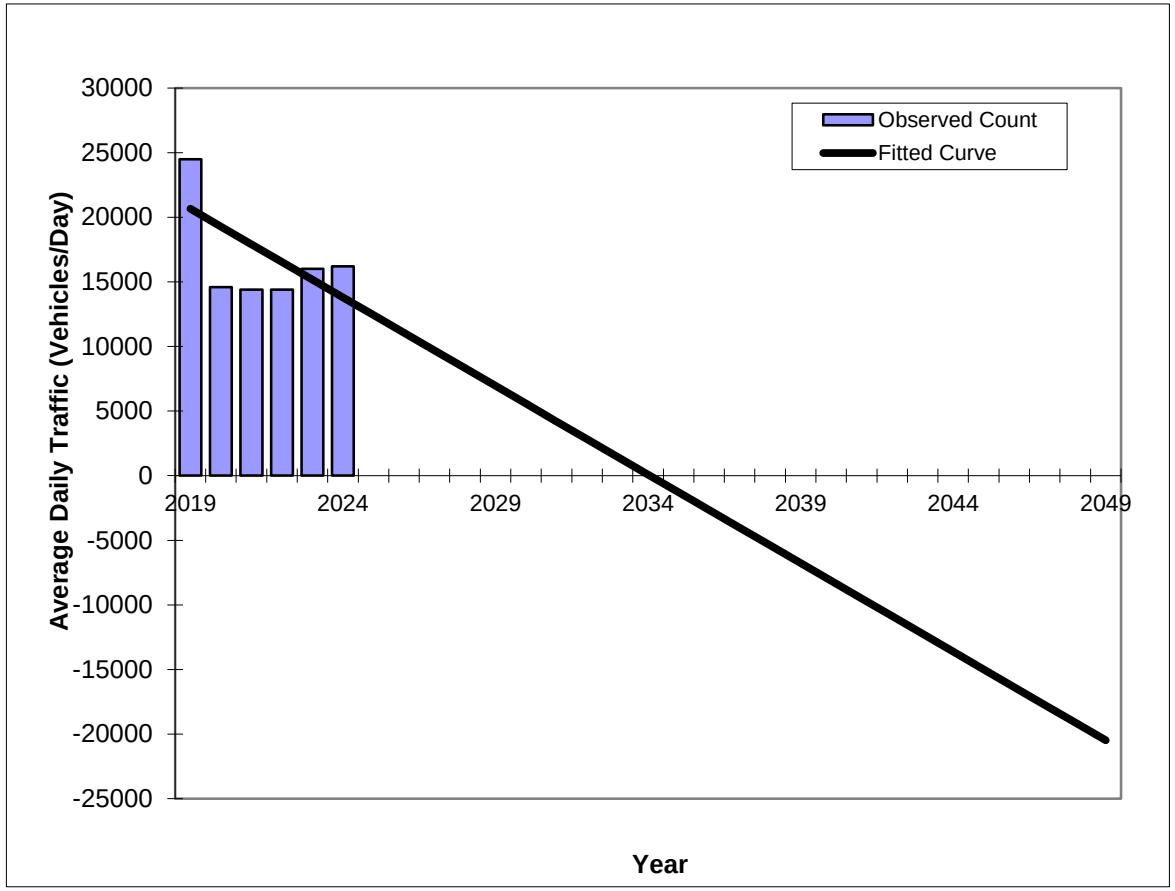
***Axle-Adjusted**

Traffic Trends - V2023

-- SW 14 ST, W OF WESTON RD

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	867094
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2019	24,500	20,660
2020	14,600	19,290
2021	14,400	17,920
2022	14,400	16,550
2023	16,000	15,180
2024	16,200	13,800
2035 Opening Year Trend		
2035	N/A	-1,280
2039 Interim Year Trend		
2039	N/A	-6,770
2049 Design Year Trend		
2049	N/A	-20,480
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Annual Trend Decrease:	1,371
Trend R-squared:	46.94%
Trend Annual Historic Growth Rate:	-6.64%
Trend Growth Rate (2024 to Design Year)	-9.94%
Printed:	5/21/2025

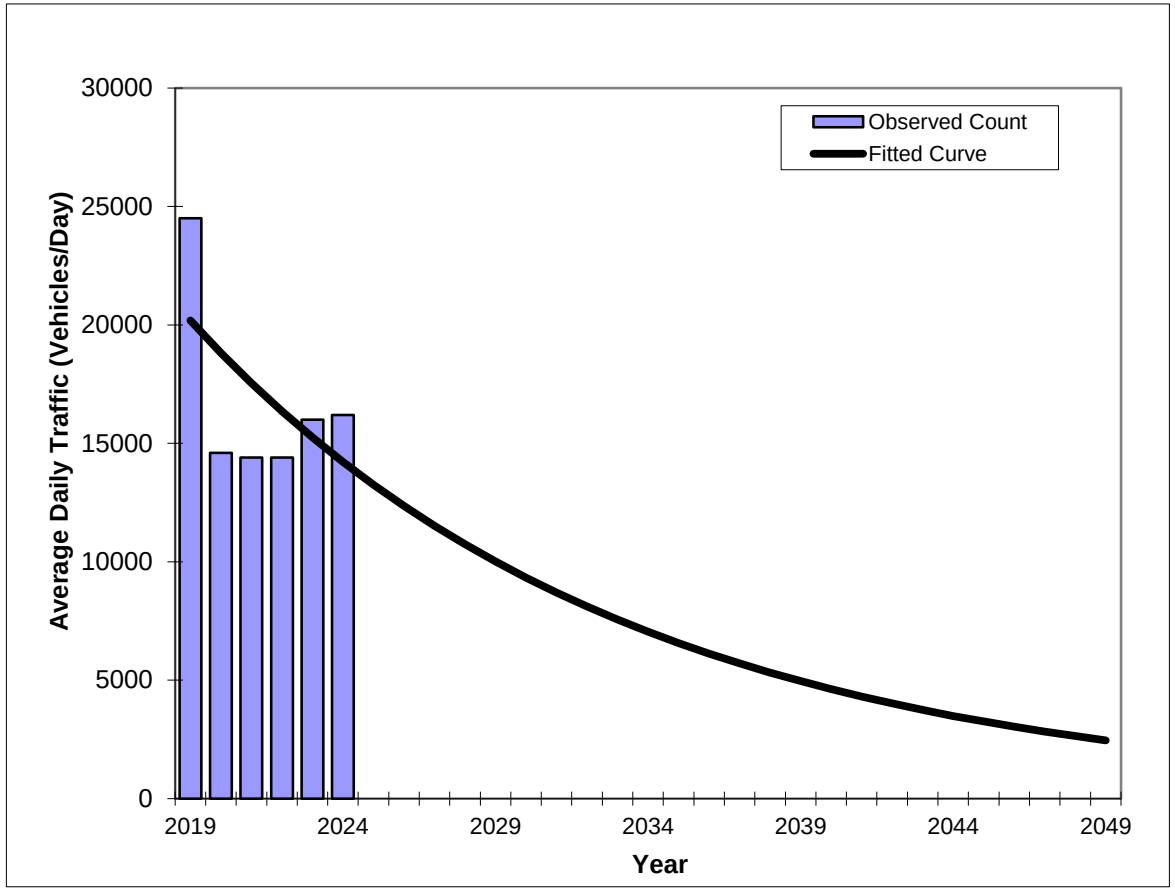
Linear Growth Option

Traffic Trends - V2023

-- SW 14 ST, W OF WESTON RD

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	867094
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2019	24,500	20,190
2020	14,600	18,820
2021	14,400	17,550
2022	14,400	16,360
2023	16,000	15,250
2024	16,200	14,220
2035 Opening Year Trend		
2035	N/A	6,570
2039 Interim Year Trend		
2039	N/A	4,960
2049 Design Year Trend		
2049	N/A	2,460
FSUTMS Forecasts/Trends		

Trend R-squared:	45.56%
Compounded Annual Historic Growth Rate:	-6.77%
Compounded Growth Rate (2024 to Design Year)	-6.78%
Printed:	5/21/2025

Exponential Growth Option

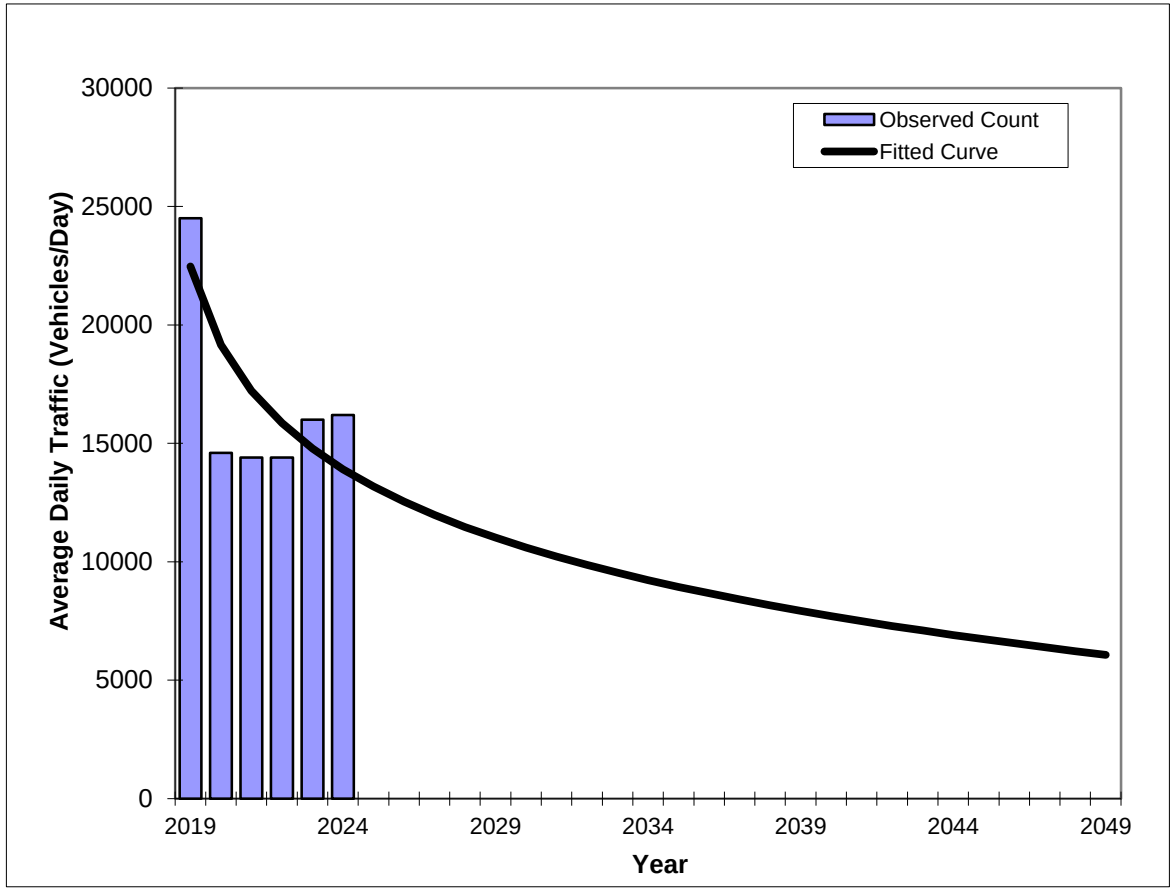
***Axle-Adjusted**

Traffic Trends - V2023

-- SW 14 ST, W OF WESTON RD

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	867094
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2019	24,500	22,470
2020	14,600	19,160
2021	14,400	17,220
2022	14,400	15,850
2023	16,000	14,780
2024	16,200	13,910
2035 Opening Year Trend		
2035	N/A	8,940
2039 Interim Year Trend		
2039	N/A	7,930
2049 Design Year Trend		
2049	N/A	6,070
FSUTMS Forecasts/Trends		

Trend R-squared:	71.43%
Compounded Annual Historic Growth Rate:	-9.15%
Compounded Growth Rate (2024 to Design Year)	-3.26%
Printed:	5/21/2025

Decaying Exponential Growth Option

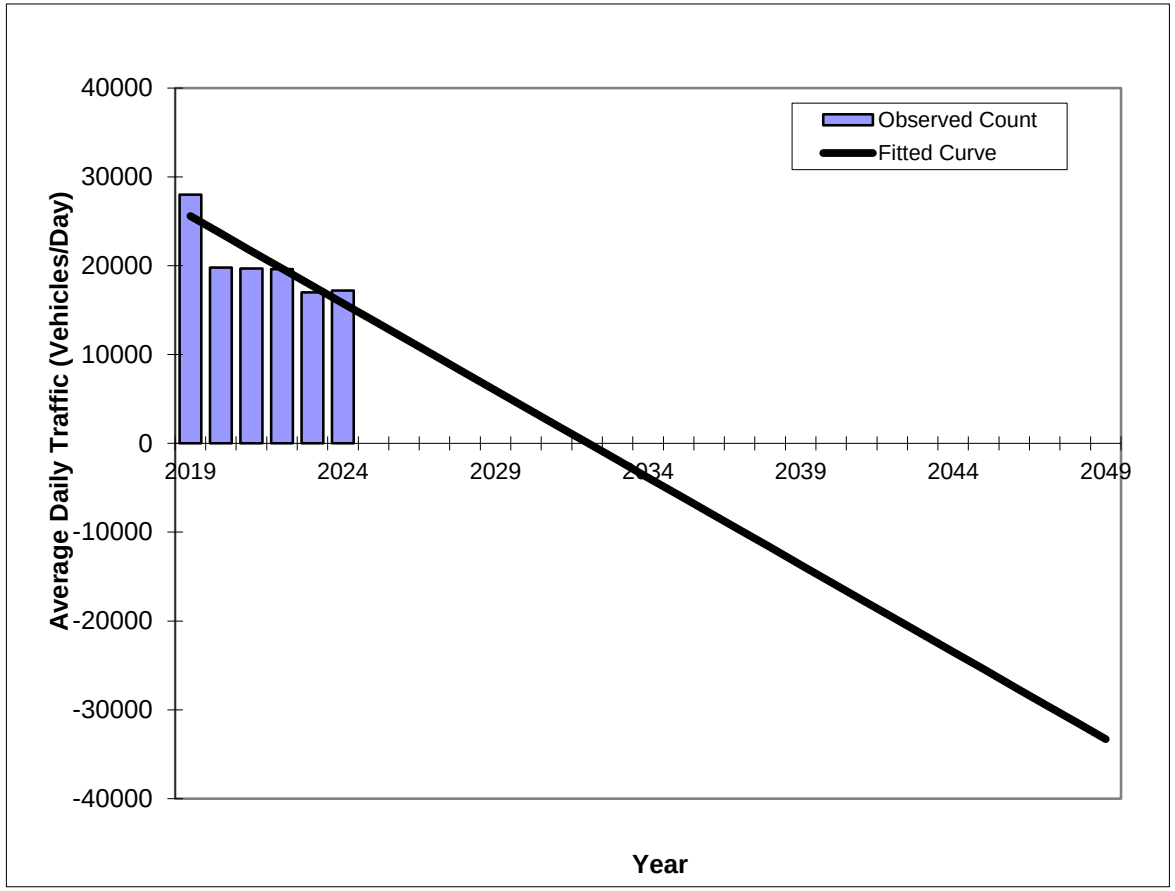
***Axle-Adjusted**

Traffic Trends - V2023

-- WESTON RD., S OF SW 14 ST.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869190
Roadway:	



Annual Trend Decrease:	1,963
Trend R-squared:	83.01%
Trend Annual Historic Growth Rate:	-7.67%
Trend Growth Rate (2024 to Design Year)	-12.44%
Printed:	5/21/2025

Linear Growth Option

Year	Traffic (ADT/AADT) Count*	Trend
2019	28,000	25,590
2020	19,800	23,630
2021	19,700	21,660
2022	19,600	19,700
2023	17,000	17,740
2024	17,200	15,780
2035 Opening Year Trend		
2035	N/A	-5,820
2039 Interim Year Trend		
2039	N/A	-13,670
2049 Design Year Trend		
2049	N/A	-33,300
FSUTMS Forecasts/Trends		

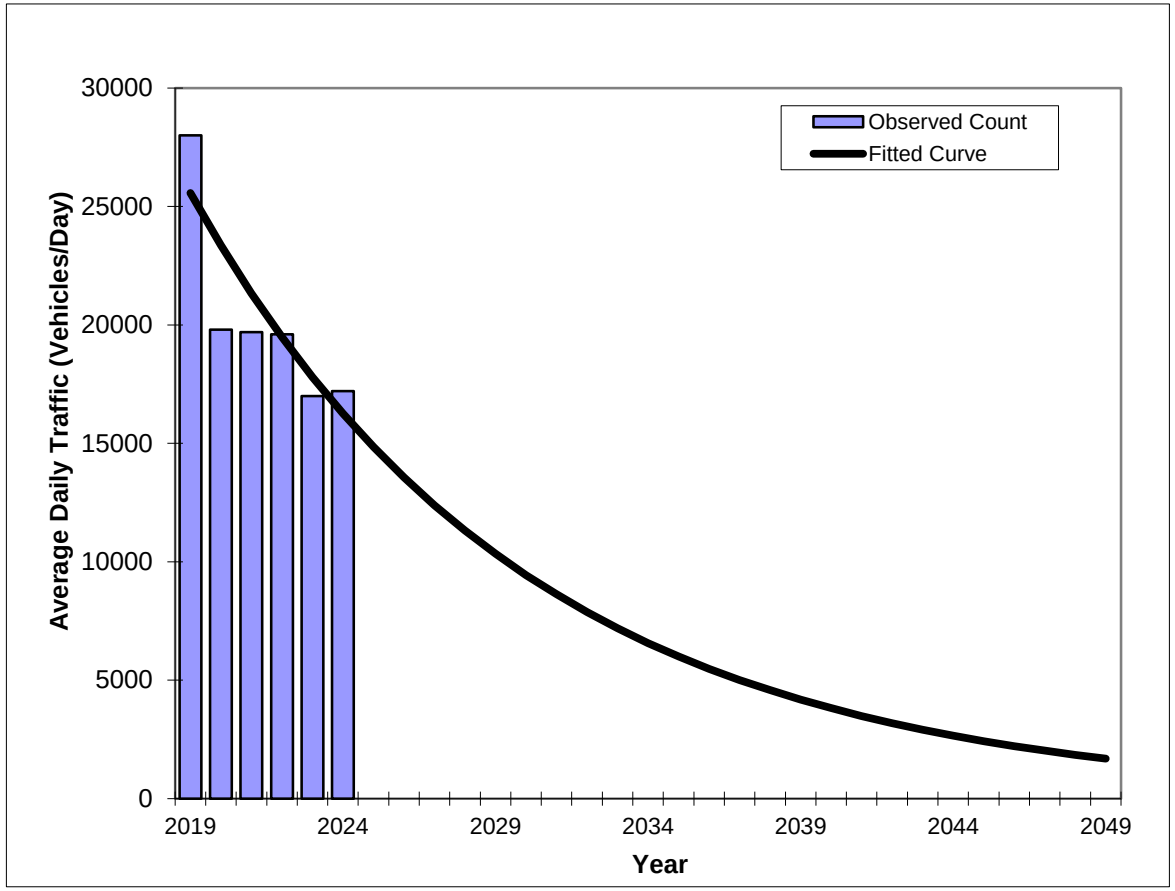
***Axle-Adjusted**

Traffic Trends - V2023

-- WESTON RD., S OF SW 14 ST.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869190
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2019	28,000	25,570
2020	19,800	23,360
2021	19,700	21,330
2022	19,600	19,490
2023	17,000	17,800
2024	17,200	16,260
2035 Opening Year Trend		
2035	N/A	6,000
2039 Interim Year Trend		
2039	N/A	4,180
2049 Design Year Trend		
2049	N/A	1,690
FSUTMS Forecasts/Trends		

Trend R-squared:	87.51%
Compounded Annual Historic Growth Rate:	-8.66%
Compounded Growth Rate (2024 to Design Year)	-8.66%
Printed:	5/21/2025

Exponential Growth Option

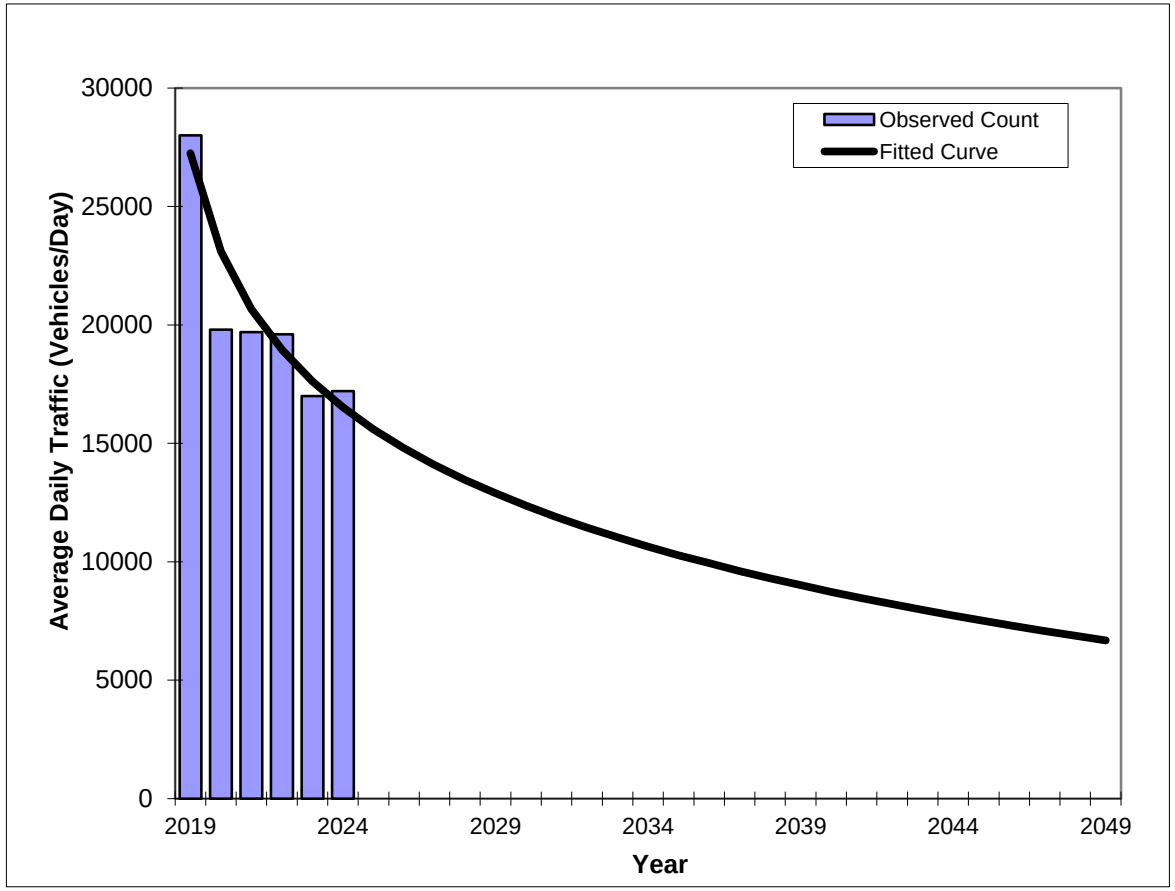
***Axle-Adjusted**

Traffic Trends - V2023

-- WESTON RD., S OF SW 14 ST.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869190
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2019	28,000	27,250
2020	19,800	23,100
2021	19,700	20,670
2022	19,600	18,950
2023	17,000	17,610
2024	17,200	16,520
2035 Opening Year Trend		
2035	N/A	10,280
2039 Interim Year Trend		
2039	N/A	9,010
2049 Design Year Trend		
2049	N/A	6,680
FSUTMS Forecasts/Trends		

Trend R-squared:	97.01%
Compounded Annual Historic Growth Rate:	-9.52%
Compounded Growth Rate (2024 to Design Year)	-3.56%
Printed:	5/21/2025

Decaying Exponential Growth Option

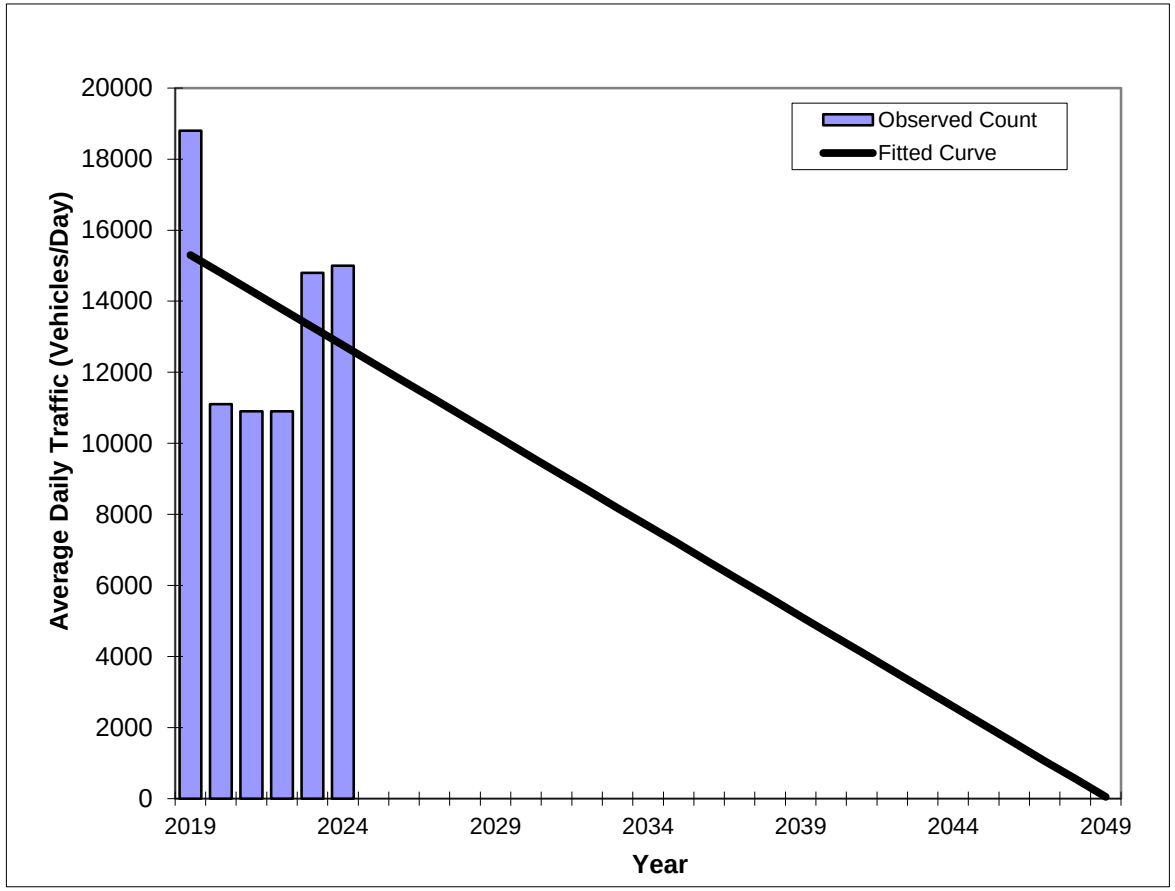
***Axle-Adjusted**

Traffic Trends - V2023

-- SW 14 ST., E OF INTERSTATE 75

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869122
Roadway:	



Annual Trend Decrease:	509
Trend R-squared:	12.37%
Trend Annual Historic Growth Rate:	-3.32%
Trend Growth Rate (2024 to Design Year)	-3.98%
Printed:	5/21/2025

Linear Growth Option

Year	Traffic (ADT/AADT) Count*	Trend
2019	18,800	15,300
2020	11,100	14,800
2021	10,900	14,290
2022	10,900	13,780
2023	14,800	13,270
2024	15,000	12,760
2035 Opening Year Trend		
2035	N/A	7,170
2039 Interim Year Trend		
2039	N/A	5,130
2049 Design Year Trend		
2049	N/A	50
FSUTMS Forecasts/Trends		

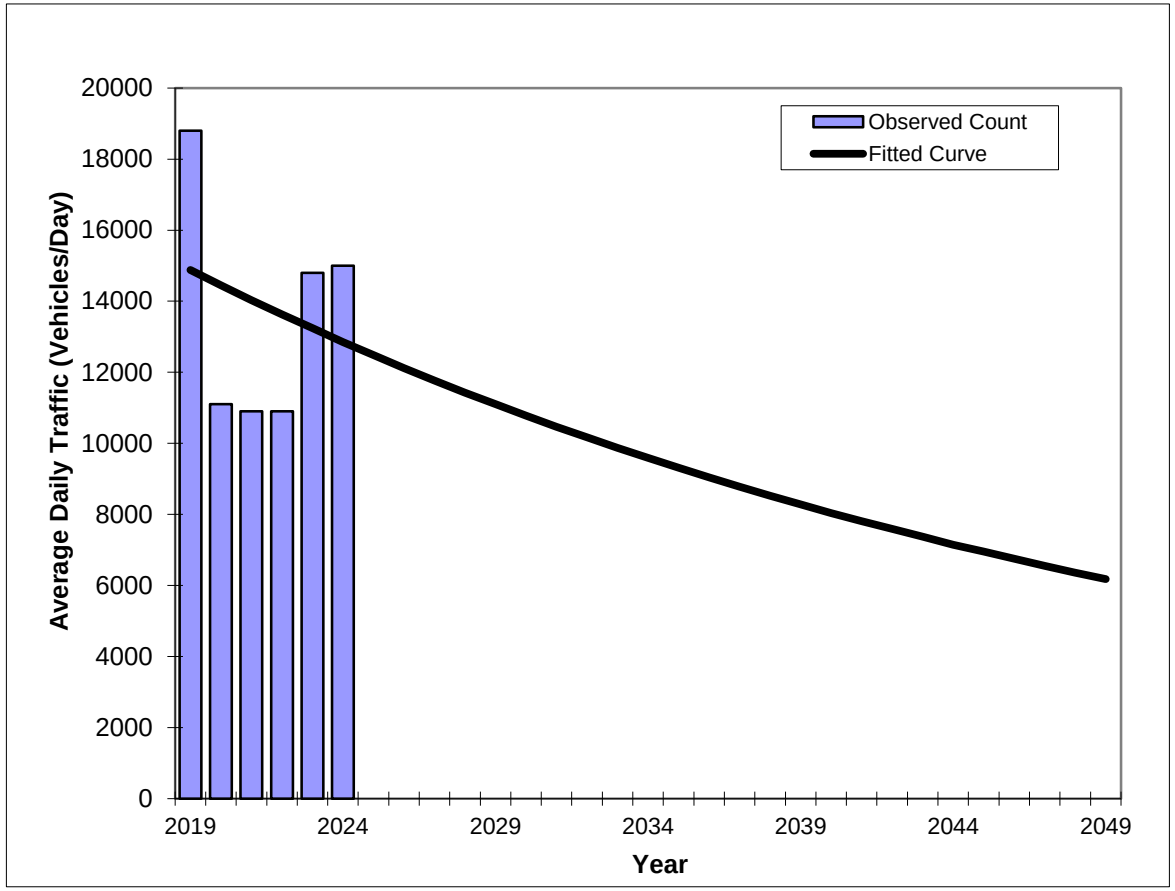
***Axle-Adjusted**

Traffic Trends - V2023

-- SW 14 ST., E OF INTERSTATE 75

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869122
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2019	18,800	14,880
2020	11,100	14,450
2021	10,900	14,030
2022	10,900	13,630
2023	14,800	13,240
2024	15,000	12,850
2035 Opening Year Trend		
2035	N/A	9,310
2039 Interim Year Trend		
2039	N/A	8,280
2049 Design Year Trend		
2049	N/A	6,180
FSUTMS Forecasts/Trends		

Trend R-squared:	8.86%
Compounded Annual Historic Growth Rate:	-2.89%
Compounded Growth Rate (2024 to Design Year)	-2.89%
Printed:	5/21/2025

Exponential Growth Option

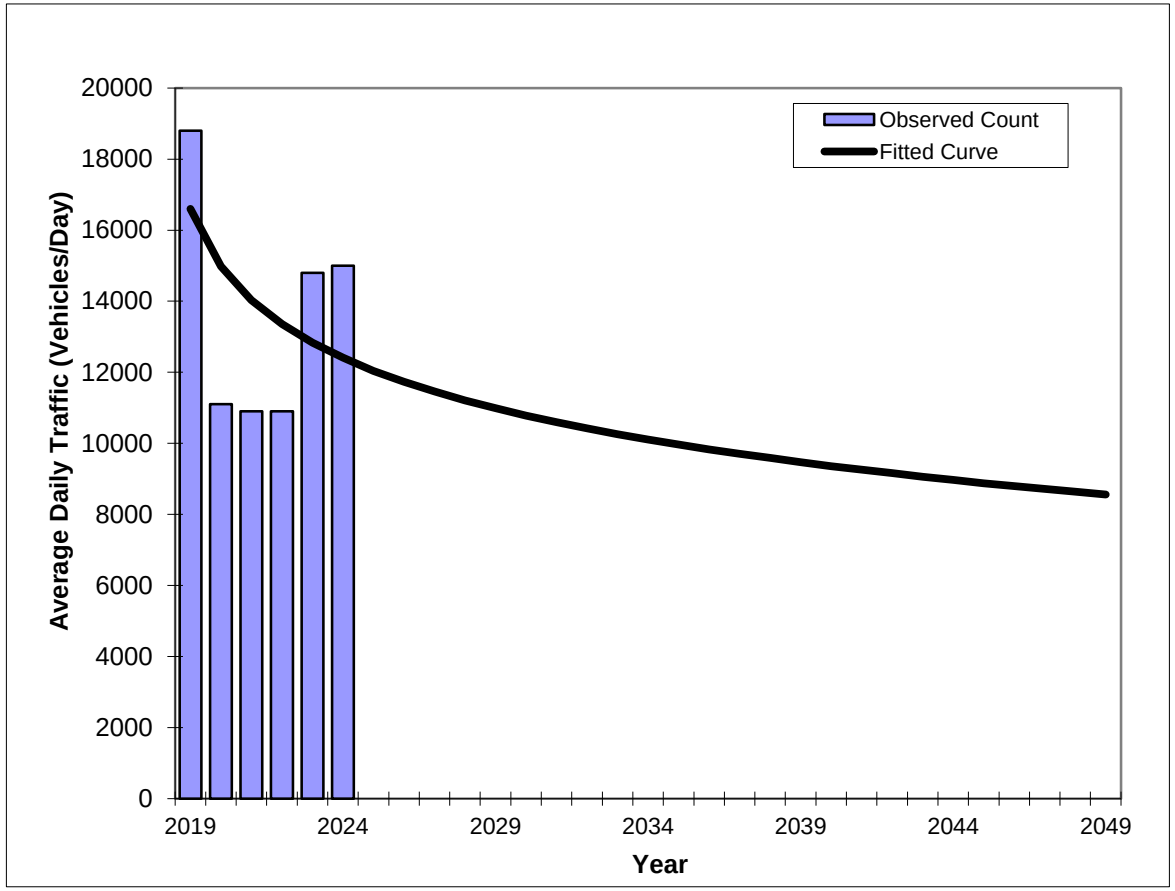
***Axle-Adjusted**

Traffic Trends - V2023

-- SW 14 ST., E OF INTERSTATE 75

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869122
Roadway:	



Trend R-squared:	32.88%
Compounded Annual Historic Growth Rate:	-5.65%
Compounded Growth Rate (2024 to Design Year)	-1.47%
Printed:	5/21/2025

Decaying Exponential Growth Option

	Traffic (ADT/AADT)	
Year	**Count***	**Trend**
2019	18,800	16,600
2020	11,100	14,980
2021	10,900	14,030
2022	10,900	13,360
2023	14,800	12,830
2024	15,000	12,410
2035 Opening Year Trend		
2035	N/A	9,970
2039 Interim Year Trend		
2039	N/A	9,470
2049 Design Year Trend		
2049	N/A	8,560
FSUTMS Forecasts/Trends		

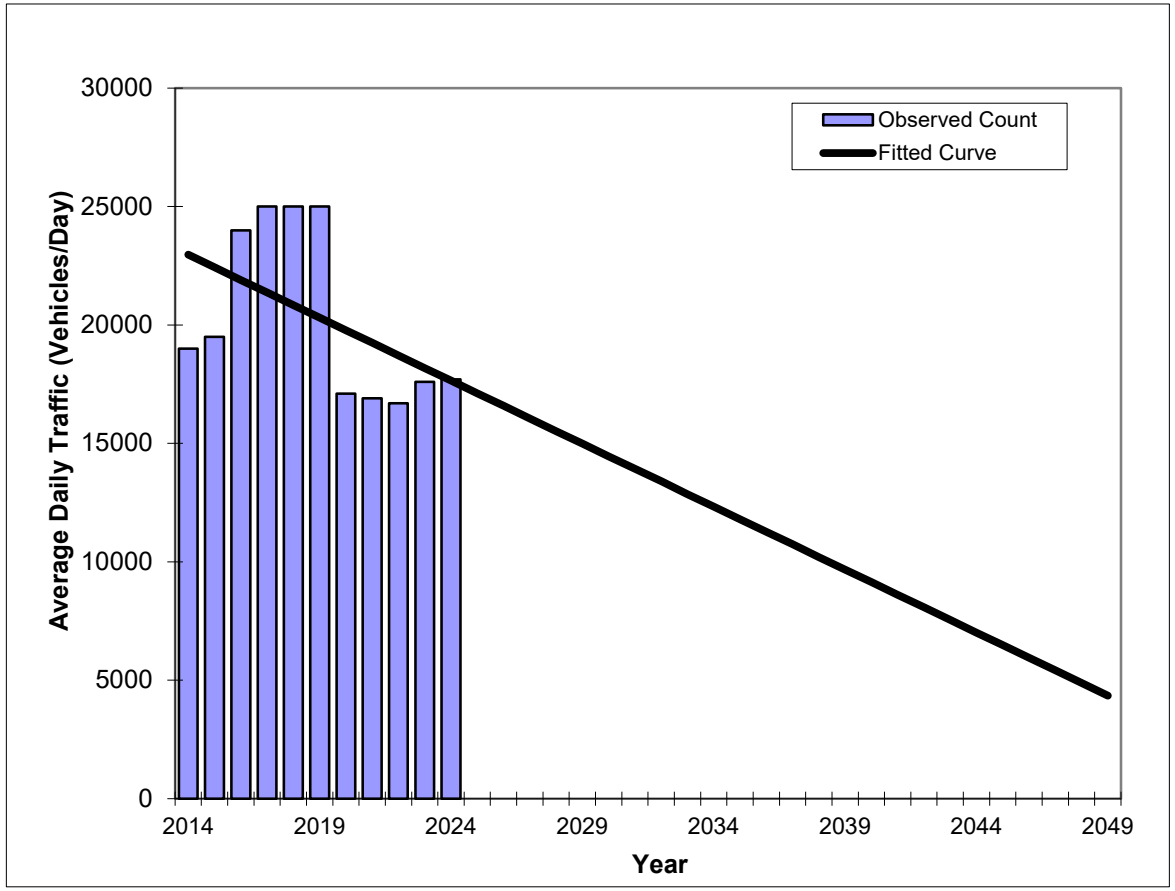
***Axle-Adjusted**

Traffic Trends - V2023

-- WESTON ROAD, N OF INDIAN TRACE

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869433
Roadway:	



Annual Trend Decrease:	532
Trend R-squared:	33.83%
Trend Annual Historic Growth Rate:	-2.32%
Trend Growth Rate (2024 to Design Year)	-3.01%
Printed:	5/20/2025

Linear Growth Option

Year	Traffic (ADT/AADT) Count*	Trend
2014	19,000	22,970
2015	19,500	22,440
2016	24,000	21,900
2017	25,000	21,370
2018	25,000	20,840
2019	25,000	20,310
2020	17,100	19,780
2021	16,900	19,250
2022	16,700	18,710
2023	17,600	18,180
2024	17,700	17,650
2035 Opening Year Trend		
2035	N/A	11,800
2039 Interim Year Trend		
2039	N/A	9,670
2049 Design Year Trend		
2049	N/A	4,350
FSUTMS Forecasts/Trends		

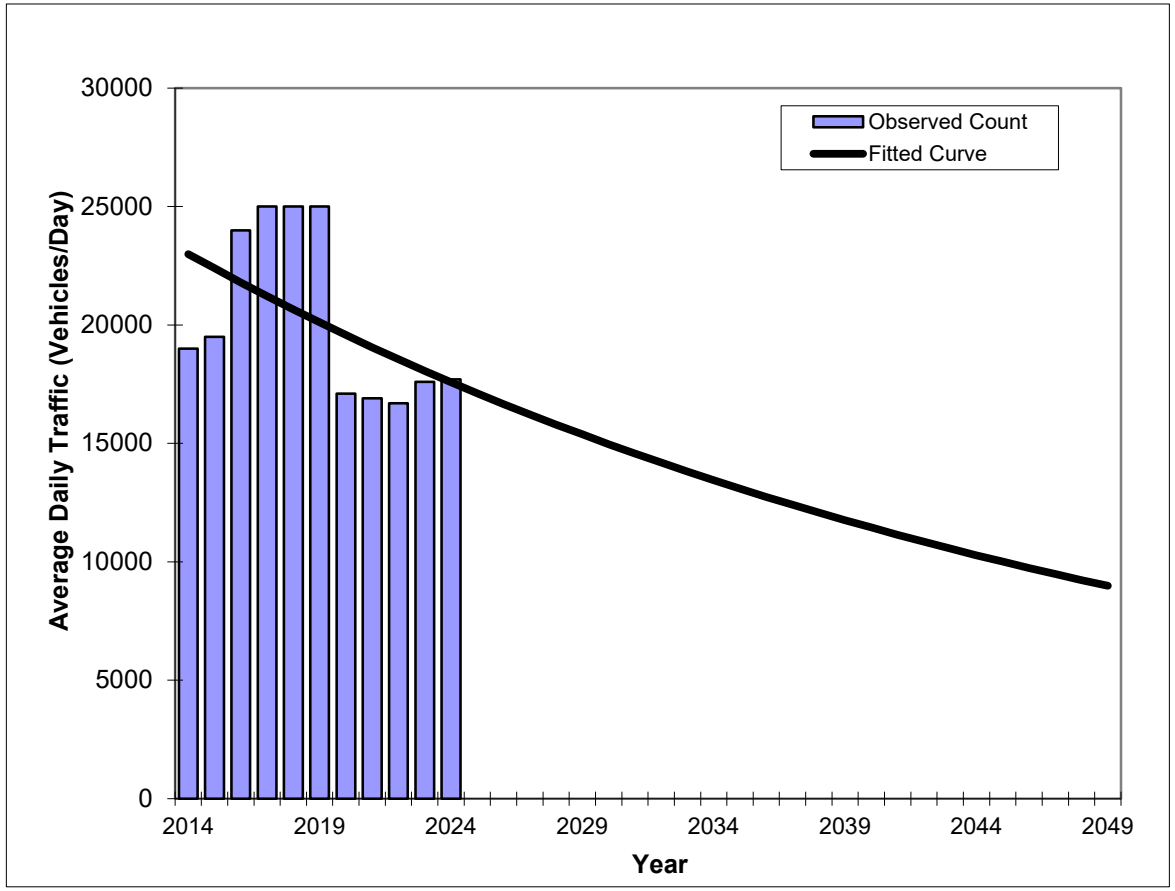
***Axle-Adjusted**

Traffic Trends - V2023

-- WESTON ROAD, N OF INDIAN TRACE

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869433
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	19,000	22,990
2015	19,500	22,390
2016	24,000	21,790
2017	25,000	21,220
2018	25,000	20,650
2019	25,000	20,110
2020	17,100	19,580
2021	16,900	19,060
2022	16,700	18,550
2023	17,600	18,060
2024	17,700	17,580
2035 Opening Year Trend		
2035	N/A	13,090
2039 Interim Year Trend		
2039	N/A	11,760
2049 Design Year Trend		
2049	N/A	8,990
FSUTMS Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	36.45%
Compounded Annual Historic Growth Rate:	-2.65%
Compounded Growth Rate (2024 to Design Year)	-2.65%
Printed:	5/20/2025

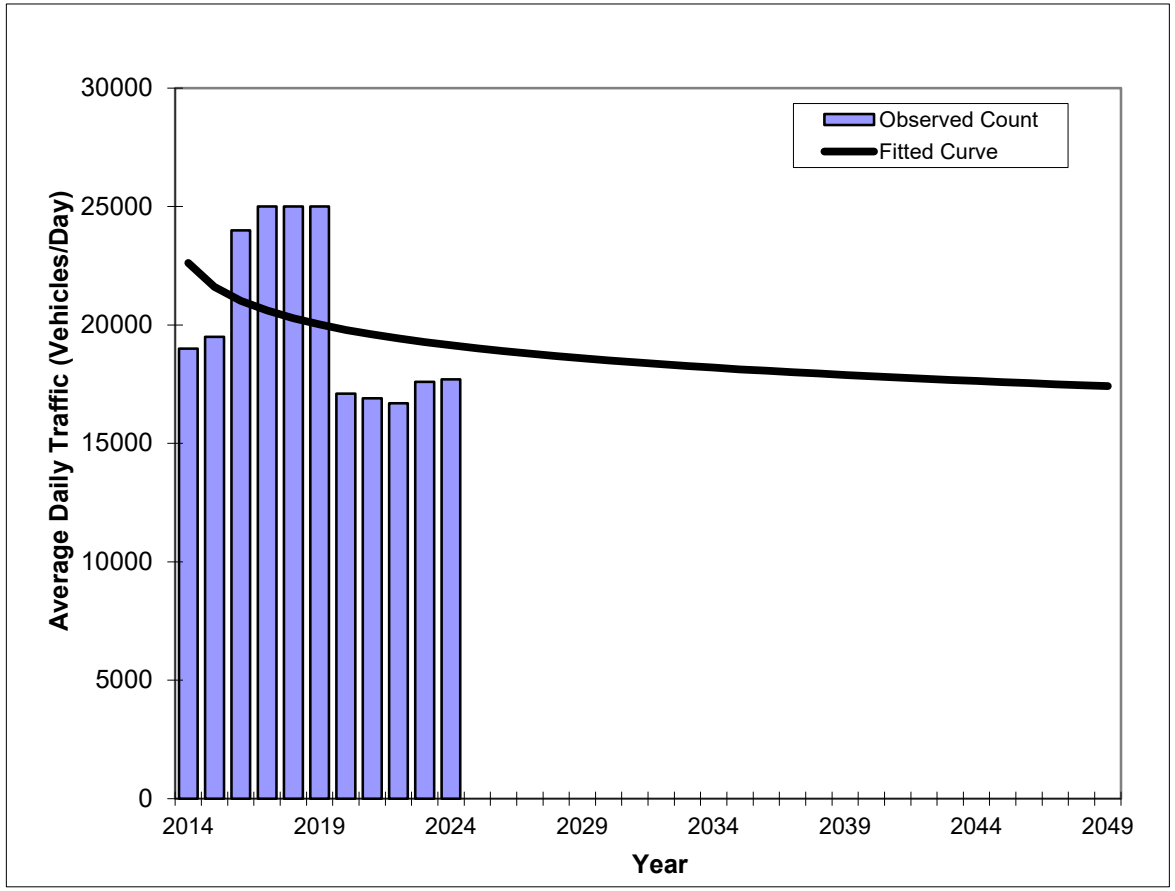
Exponential Growth Option

Traffic Trends - V2023

-- WESTON ROAD, N OF INDIAN TRACE

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869433
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	19,000	22,620
2015	19,500	21,610
2016	24,000	21,020
2017	25,000	20,610
2018	25,000	20,280
2019	25,000	20,020
2020	17,100	19,790
2021	16,900	19,600
2022	16,700	19,430
2023	17,600	19,280
2024	17,700	19,140
2035 Opening Year Trend		
2035	N/A	18,130
2039 Interim Year Trend		
2039	N/A	17,890
2049 Design Year Trend		
2049	N/A	17,420
FSUTMS Forecasts/Trends		

Trend R-squared:	12.69%
Compounded Annual Historic Growth Rate:	-1.66%
Compounded Growth Rate (2024 to Design Year)	-0.38%
Printed:	5/20/2025

Decaying Exponential Growth Option

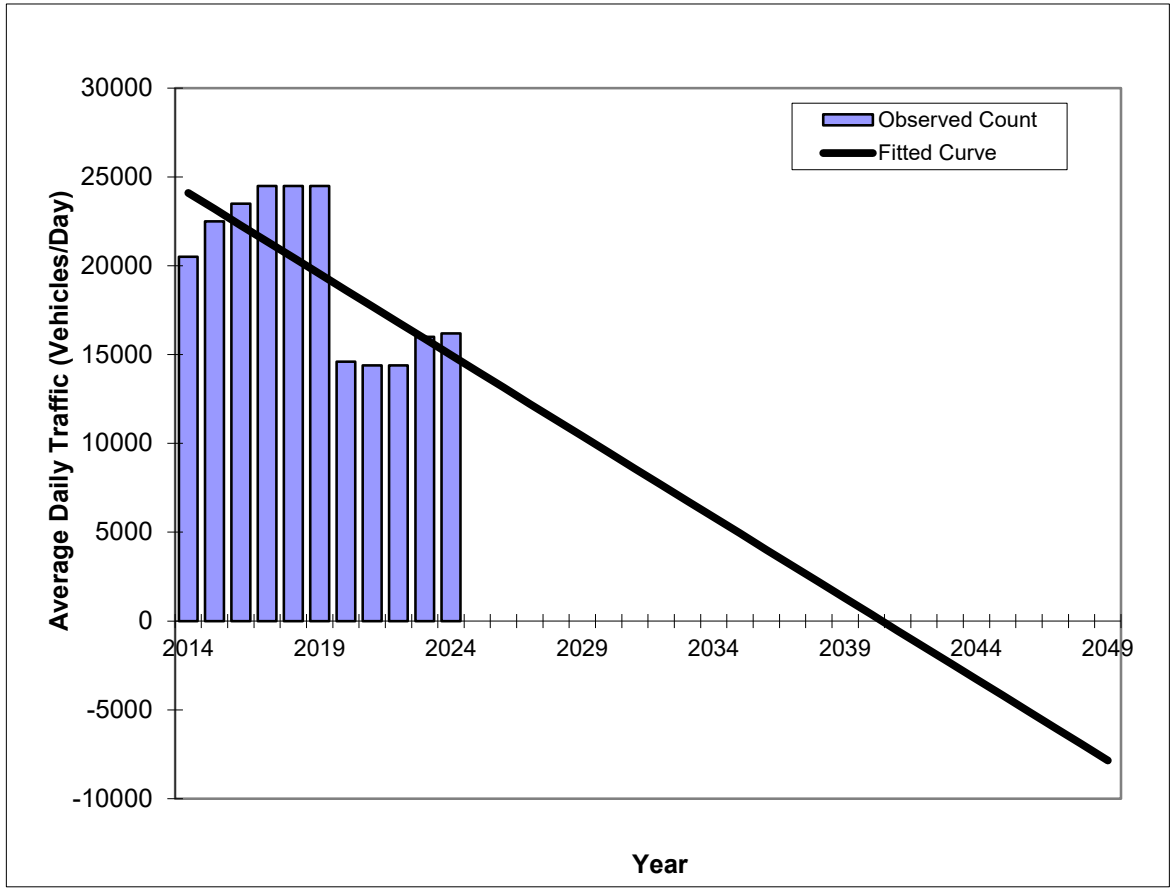
***Axle-Adjusted**

Traffic Trends - V2023

-- SW 14 ST, W OF WESTON RD

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	867094
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	20,500	24,100
2015	22,500	23,190
2016	23,500	22,270
2017	24,500	21,360
2018	24,500	20,450
2019	24,500	19,540
2020	14,600	18,620
2021	14,400	17,710
2022	14,400	16,800
2023	16,000	15,890
2024	16,200	14,970
2035 Opening Year Trend		
2035	N/A	4,930
2039 Interim Year Trend		
2039	N/A	1,280
2049 Design Year Trend		
2049	N/A	-7,850
FSUTMS Forecasts/Trends		

Annual Trend Decrease:	913
Trend R-squared:	60.60%
Trend Annual Historic Growth Rate:	-3.79%
Trend Growth Rate (2024 to Design Year)	-6.10%
Printed:	5/20/2025

Linear Growth Option

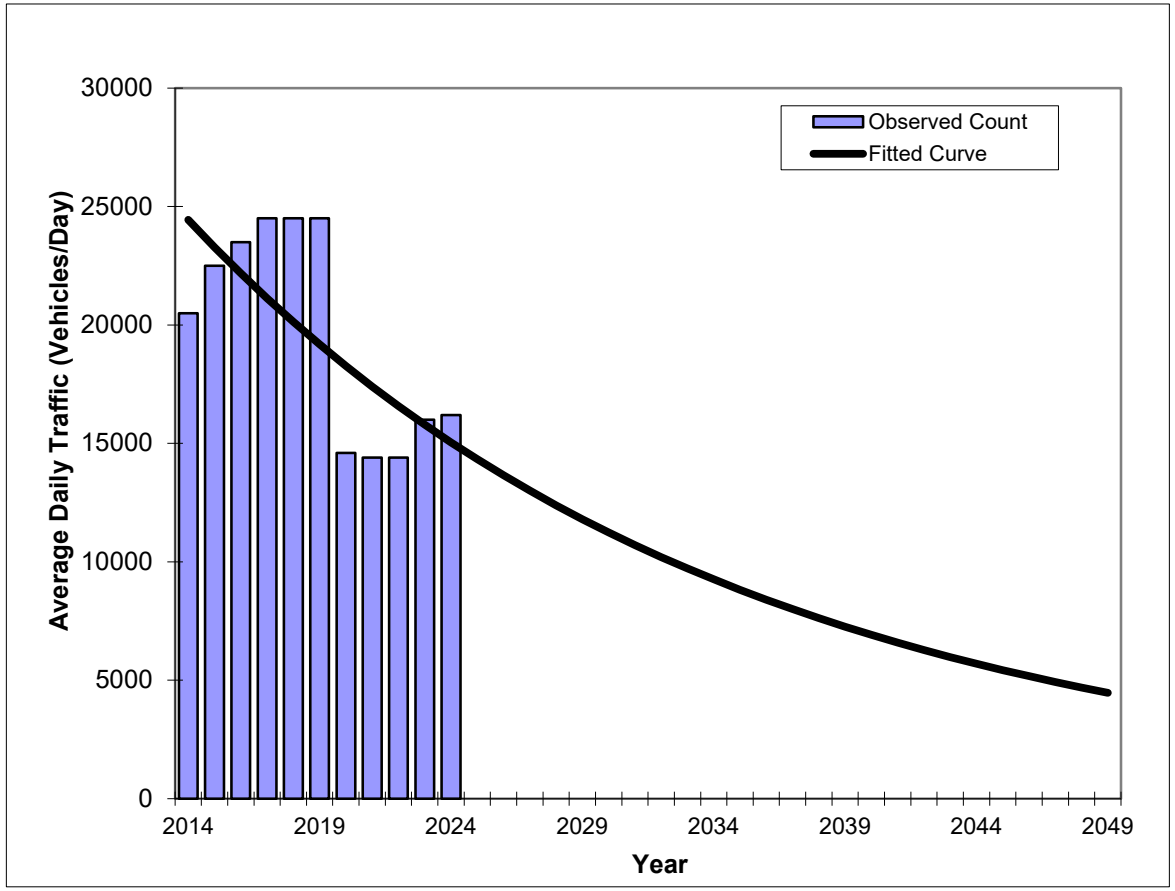
***Axle-Adjusted**

Traffic Trends - V2023

-- SW 14 ST, W OF WESTON RD

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	867094
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	20,500	24,440
2015	22,500	23,280
2016	23,500	22,180
2017	24,500	21,130
2018	24,500	20,130
2019	24,500	19,180
2020	14,600	18,270
2021	14,400	17,400
2022	14,400	16,580
2023	16,000	15,790
2024	16,200	15,040
2035 Opening Year Trend		
2035	N/A	8,820
2039 Interim Year Trend		
2039	N/A	7,260
2049 Design Year Trend		
2049	N/A	4,470
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	62.22%
Compounded Annual Historic Growth Rate:	-4.74%
Compounded Growth Rate (2024 to Design Year)	-4.74%
Printed:	5/20/2025

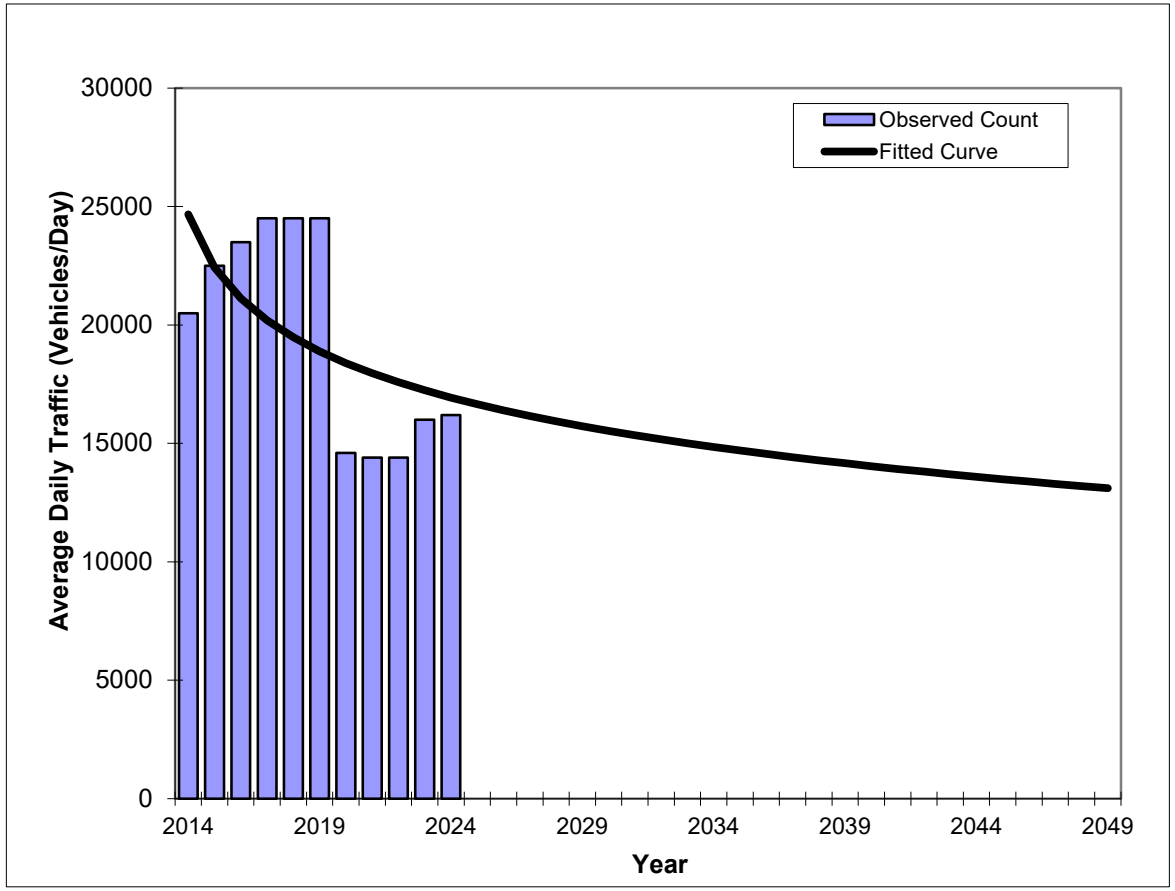
Exponential Growth Option

Traffic Trends - V2023

-- SW 14 ST, W OF WESTON RD

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	867094
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	20,500	24,670
2015	22,500	22,430
2016	23,500	21,120
2017	24,500	20,200
2018	24,500	19,480
2019	24,500	18,890
2020	14,600	18,390
2021	14,400	17,960
2022	14,400	17,580
2023	16,000	17,240
2024	16,200	16,930
2035 Opening Year Trend		
2035	N/A	14,700
2039 Interim Year Trend		
2039	N/A	14,160
2049 Design Year Trend		
2049	N/A	13,110
FSUTMS Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	38.19%
Compounded Annual Historic Growth Rate:	-3.70%
Compounded Growth Rate (2024 to Design Year)	-1.02%
Printed:	5/20/2025

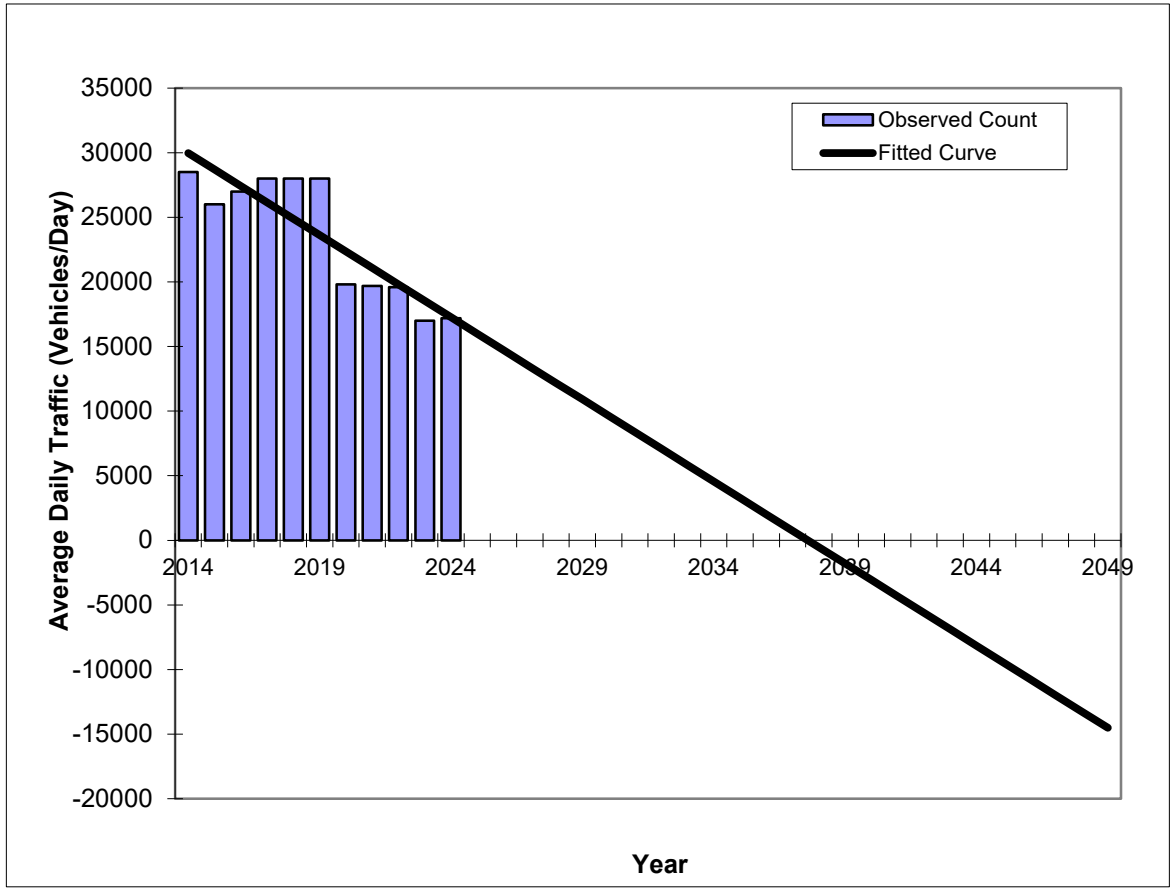
Decaying Exponential Growth Option

Traffic Trends - V2023

-- WESTON RD., S OF SW 14 ST.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869190
Roadway:	



Annual Trend Decrease:	1,271
Trend R-squared:	88.62%
Trend Annual Historic Growth Rate:	-4.24%
Trend Growth Rate (2024 to Design Year)	-7.36%
Printed:	5/20/2025

Linear Growth Option

Year	Traffic (ADT/AADT) Count*	Trend
2014	28,500	29,970
2015	26,000	28,700
2016	27,000	27,430
2017	28,000	26,160
2018	28,000	24,890
2019	28,000	23,620
2020	19,800	22,350
2021	19,700	21,080
2022	19,600	19,810
2023	17,000	18,530
2024	17,200	17,260
2035 Opening Year Trend		
2035	N/A	3,280
2039 Interim Year Trend		
2039	N/A	-1,800
2049 Design Year Trend		
2049	N/A	-14,510
FSUTMS Forecasts/Trends		

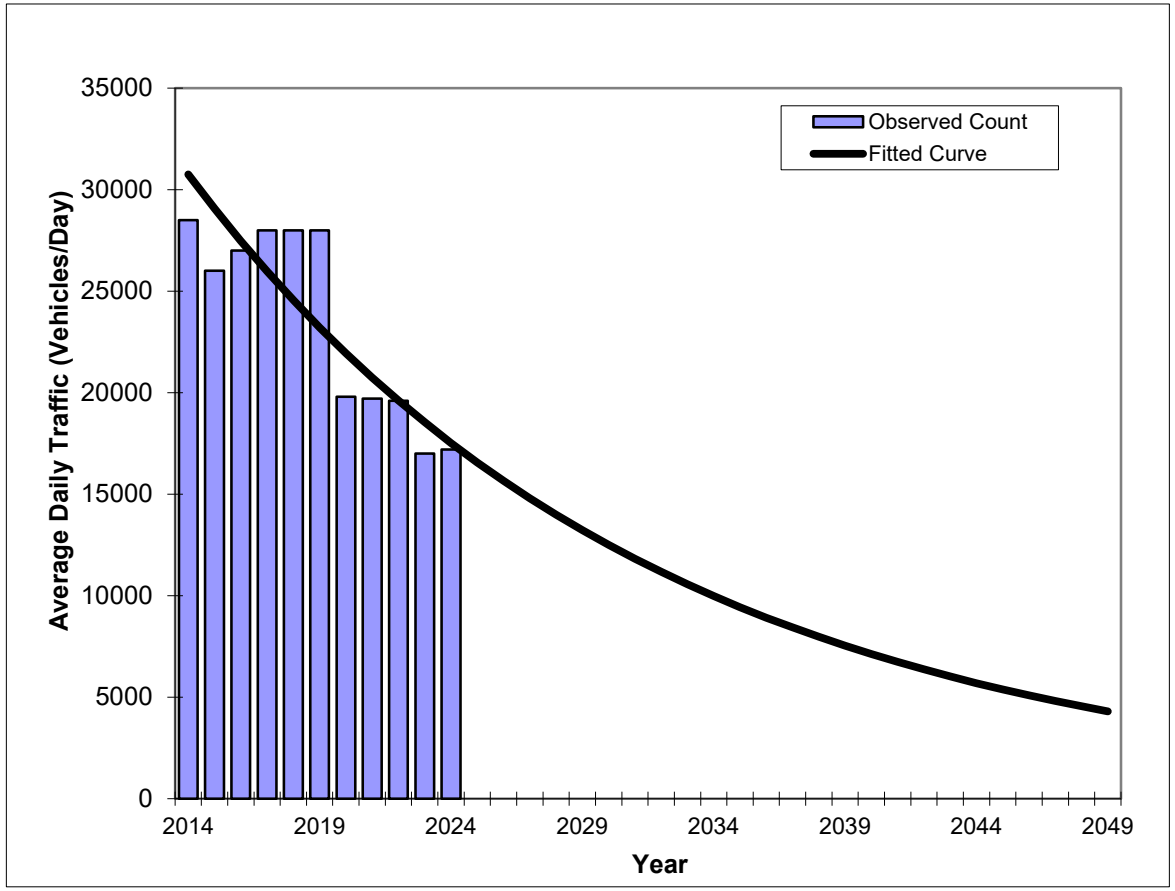
***Axle-Adjusted**

Traffic Trends - V2023

-- WESTON RD., S OF SW 14 ST.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869190
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	28,500	30,750
2015	26,000	29,070
2016	27,000	27,480
2017	28,000	25,970
2018	28,000	24,550
2019	28,000	23,210
2020	19,800	21,940
2021	19,700	20,740
2022	19,600	19,610
2023	17,000	18,540
2024	17,200	17,520
2035 Opening Year Trend		
2035	N/A	9,440
2039 Interim Year Trend		
2039	N/A	7,540
2049 Design Year Trend		
2049	N/A	4,300
FSUTMS Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	88.34%
Compounded Annual Historic Growth Rate:	-5.47%
Compounded Growth Rate (2024 to Design Year)	-5.46%
Printed:	5/20/2025

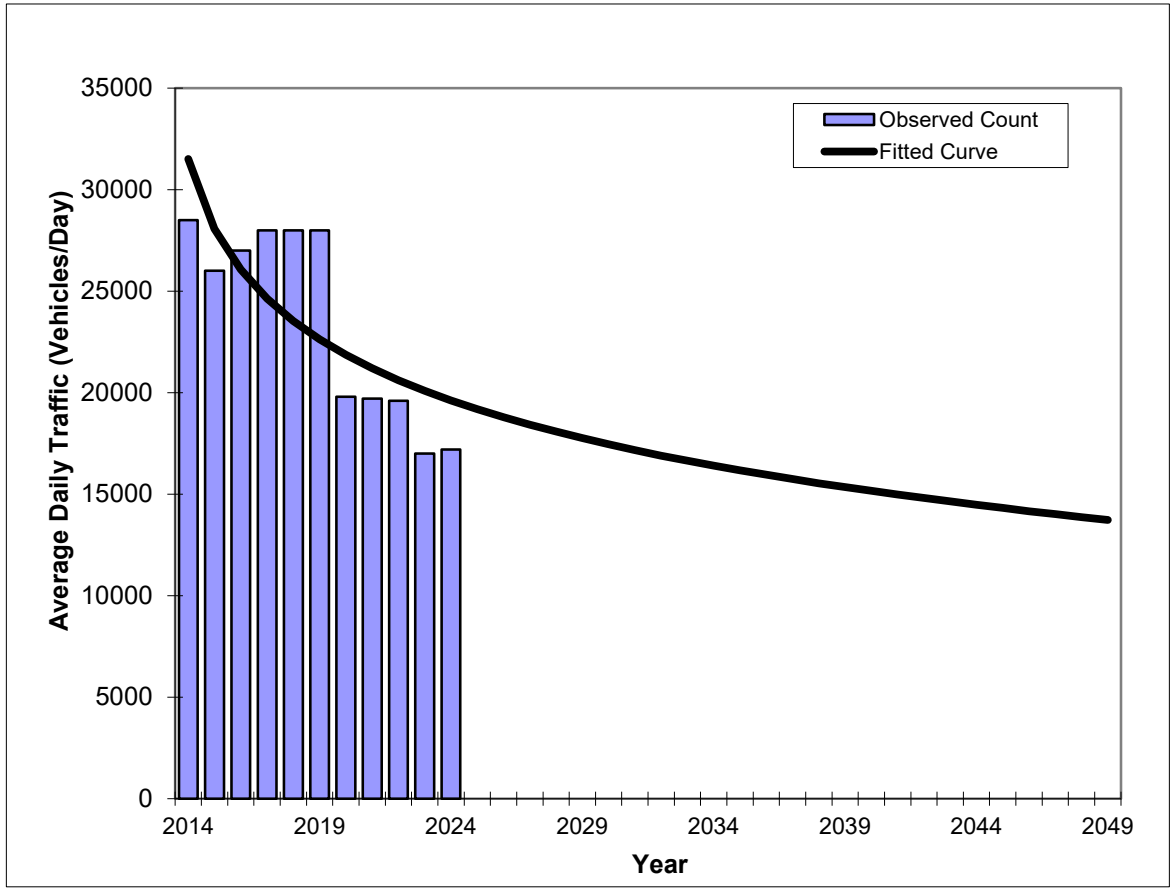
Exponential Growth Option

Traffic Trends - V2023

-- WESTON RD., S OF SW 14 ST.

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869190
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	28,500	31,510
2015	26,000	28,070
2016	27,000	26,060
2017	28,000	24,630
2018	28,000	23,530
2019	28,000	22,620
2020	19,800	21,860
2021	19,700	21,200
2022	19,600	20,610
2023	17,000	20,090
2024	17,200	19,620
2035 Opening Year Trend		
2035	N/A	16,180
2039 Interim Year Trend		
2039	N/A	15,350
2049 Design Year Trend		
2049	N/A	13,730
FSUTMS Forecasts/Trends		

Trend R-squared:	68.16%
Compounded Annual Historic Growth Rate:	-4.63%
Compounded Growth Rate (2024 to Design Year)	-1.42%
Printed:	5/20/2025

Decaying Exponential Growth Option

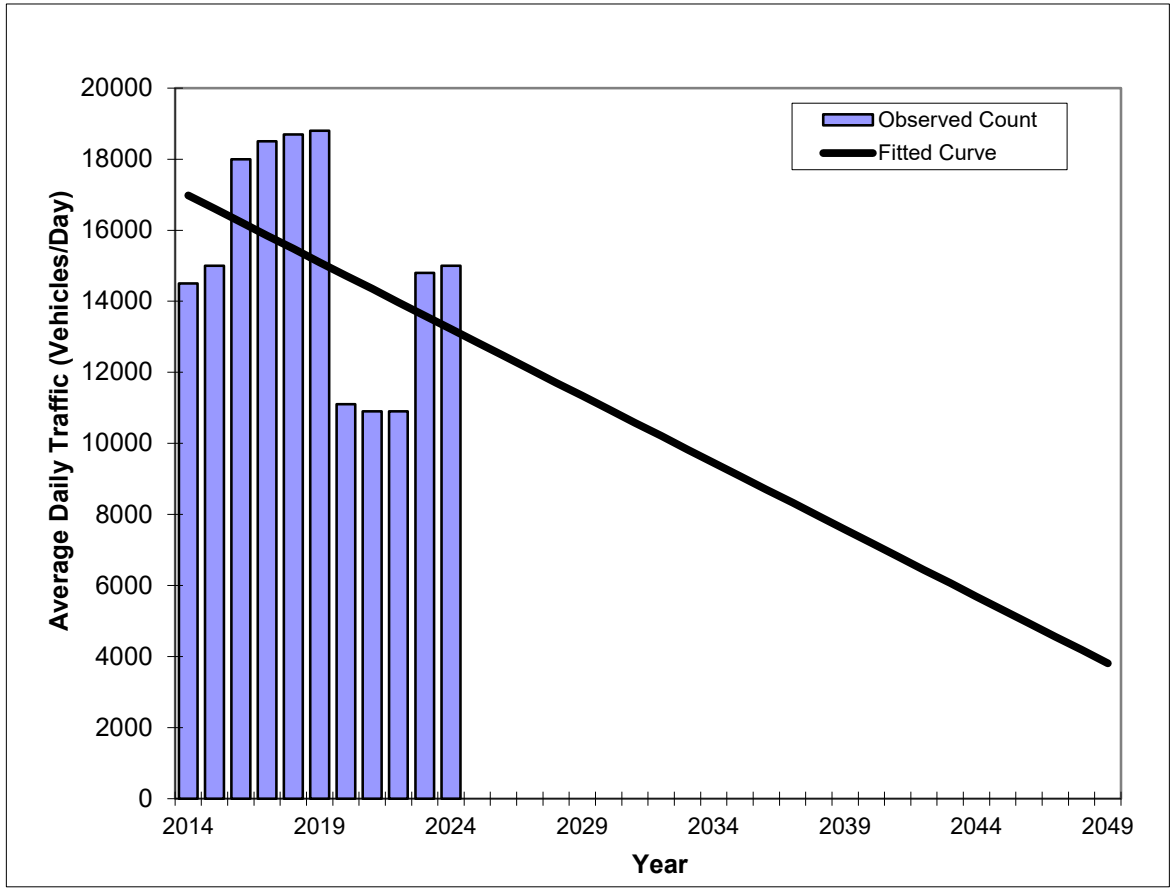
***Axle-Adjusted**

Traffic Trends - V2023

-- SW 14 ST., E OF INTERSTATE 75

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869122
Roadway:	



Annual Trend Decrease:	376
Trend R-squared:	25.59%
Trend Annual Historic Growth Rate:	-2.21%
Trend Growth Rate (2024 to Design Year)	-2.85%
Printed:	5/20/2025

Linear Growth Option

	Traffic (ADT/AADT)	
Year	**Count***	**Trend**
2014	14,500	16,980
2015	15,000	16,610
2016	18,000	16,230
2017	18,500	15,850
2018	18,700	15,480
2019	18,800	15,100
2020	11,100	14,720
2021	10,900	14,350
2022	10,900	13,970
2023	14,800	13,590
2024	15,000	13,220
2035 Opening Year Trend		
2035	N/A	9,080
2039 Interim Year Trend		
2039	N/A	7,570
2049 Design Year Trend		
2049	N/A	3,810
FSUTMS Forecasts/Trends		

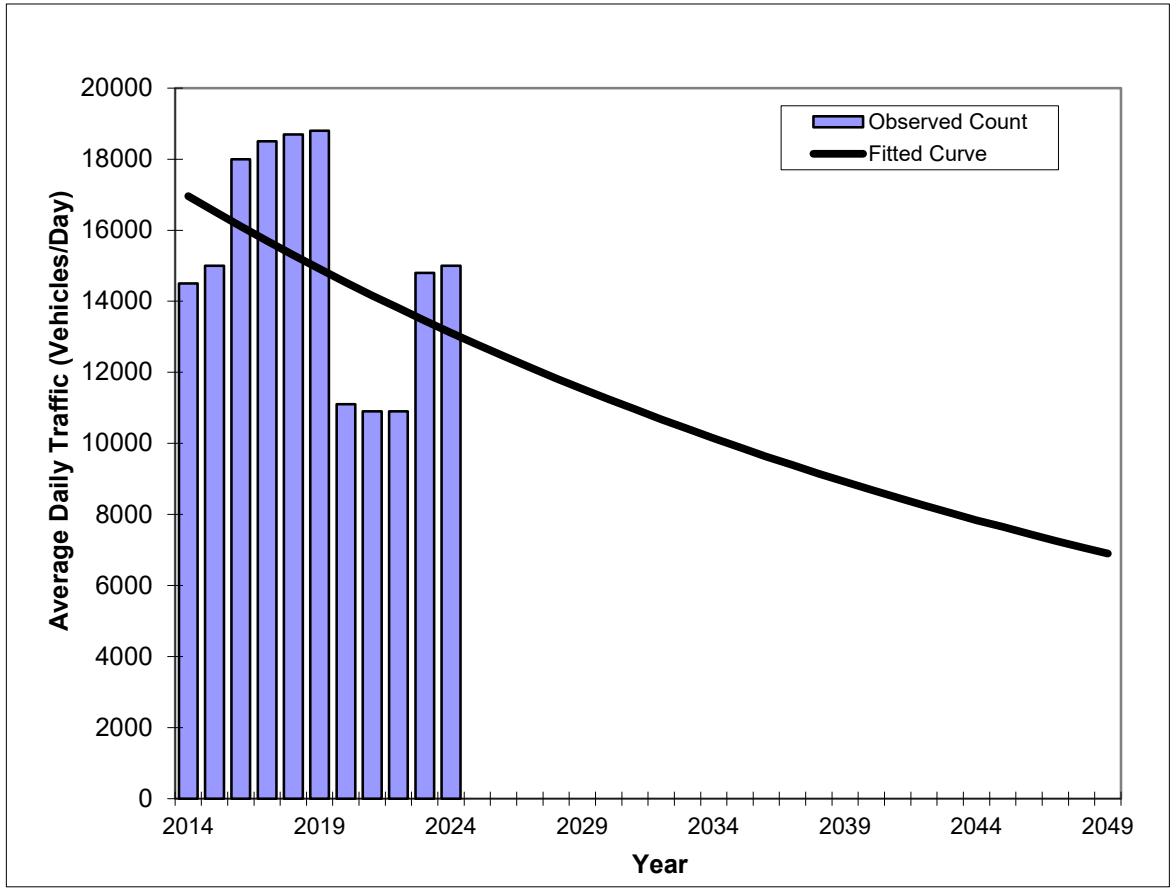
***Axle-Adjusted**

Traffic Trends - V2023

-- SW 14 ST., E OF INTERSTATE 75

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869122
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	14,500	16,960
2015	15,000	16,530
2016	18,000	16,110
2017	18,500	15,700
2018	18,700	15,300
2019	18,800	14,910
2020	11,100	14,530
2021	10,900	14,160
2022	10,900	13,810
2023	14,800	13,450
2024	15,000	13,110
2035 Opening Year Trend		
2035	N/A	9,890
2039 Interim Year Trend		
2039	N/A	8,920
2049 Design Year Trend		
2049	N/A	6,900
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	25.72%
Compounded Annual Historic Growth Rate:	-2.54%
Compounded Growth Rate (2024 to Design Year)	-2.53%
Printed:	5/20/2025

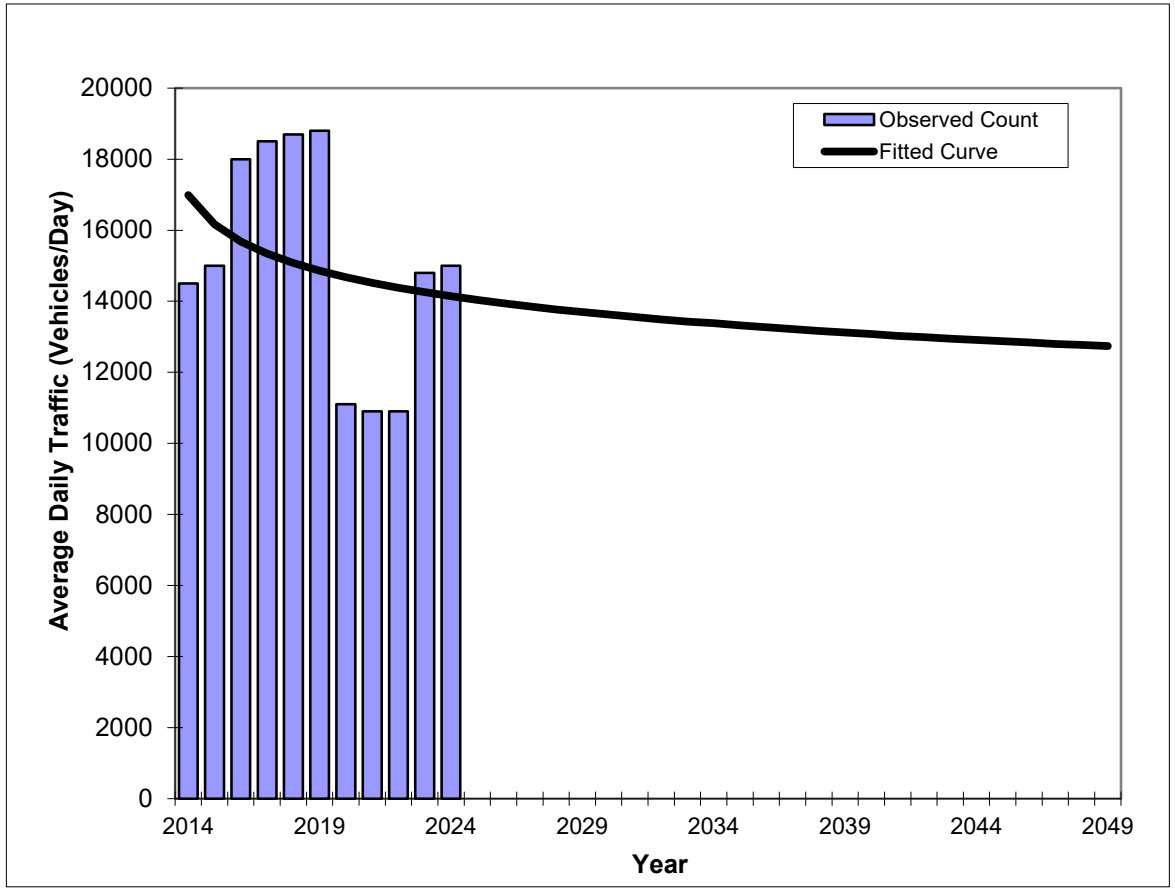
Exponential Growth Option

Traffic Trends - V2023

-- SW 14 ST., E OF INTERSTATE 75

FM #	**1234**
Location	**1**

County:	Broward (86)
Station #:	869122
Roadway:	



Trend R-squared:	12.83%
Compounded Annual Historic Growth Rate:	-1.82%
Compounded Growth Rate (2024 to Design Year)	-0.42%
Printed:	5/20/2025

Decaying Exponential Growth Option

	Traffic (ADT/AADT)	
Year	**Count***	**Trend**
2014	14,500	16,990
2015	15,000	16,170
2016	18,000	15,680
2017	18,500	15,340
2018	18,700	15,080
2019	18,800	14,860
2020	11,100	14,680
2021	10,900	14,520
2022	10,900	14,380
2023	14,800	14,260
2024	15,000	14,140
2035 Opening Year Trend		
2035	N/A	13,320
2039 Interim Year Trend		
2039	N/A	13,120
2049 Design Year Trend		
2049	N/A	12,740
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7094 - SW 14 ST, W OF WESTON RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	16200 F	E 8300	W 7900	9.00	53.70	8.20
2023	16000 C	E 8200	W 7800	9.00	54.20	3.00
2022	14400 S	E 7300	W 7100	9.00	53.80	5.40
2021	14400 F	E 7300	W 7100	9.00	54.00	14.30
2020	14600 C	E 7400	W 7200	9.00	55.10	8.80
2019	24500 R	E 12500	W 12000	9.00	56.00	5.50
2018	24500 T	E 12500	W 12000	9.00	56.30	6.00
2017	24500 S	E 12500	W 12000	9.00	57.10	6.20
2016	23500 F	E 12000	W 11500	9.00	56.10	2.90
2015	22500 C	E 11500	W 11000	9.00	56.20	3.40
2014	20500 T	E 10000	W 10500	9.00	56.80	7.40
2013	20500 S	E 10000	W 10500	9.00	56.20	7.60
2012	20500 F	E 10000	W 10500	9.00	57.00	5.90
2011	20400 C	E 9900	W 10500	9.00	59.10	6.30
2010	22400 F	E 12500	W 9900	9.60	57.92	9.30
2009	21700 C	E 12000	W 9700	9.71	58.42	5.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9122 - SW 14 ST., E OF INTERSTATE 75

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	15000 F	E 8200	W 6800	9.00	53.70	8.20
2023	14800 C	E 8100	W 6700	9.00	54.20	3.00
2022	10900 S	E 5400	W 5500	9.00	53.80	5.40
2021	10900 F	E 5400	W 5500	9.00	54.00	14.30
2020	11100 C	E 5500	W 5600	9.00	55.10	8.80
2019	18800 T	E 10000	W 8800	9.00	56.00	5.50
2018	18700 S	E 10000	W 8700	9.00	56.30	6.00
2017	18500 F	E 9900	W 8600	9.00	57.10	6.20
2016	18000 C	E 9600	W 8400	9.00	56.10	2.90
2015	15000 V	0	0	9.00	56.20	3.40
2014	14500 R			9.00	56.80	7.40
2013	14000 T	0	0	9.00	56.20	7.60
2012	14000 S	0	0	9.00	57.00	5.90
2011	14000 F	0	0	9.00	59.10	6.30
2010	13500 C	E 0	W 0	9.60	57.92	9.30
2009	15500 F	0	0	9.71	58.42	5.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9190 - WESTON RD., S OF SW 14 ST.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	17200 F	N 8600	S 8600	9.00	53.70	8.20
2023	17000 C	N 8500	S 8500	9.00	54.20	3.00
2022	19600 S	N 10500	S 9100	9.00	53.80	5.40
2021	19700 F	N 10500	S 9200	9.00	54.00	14.30
2020	19800 C	N 10500	S 9300	9.00	55.10	8.80
2019	28000 R	N 15000	S 13000	9.00	56.00	5.50
2018	28000 T	N 15000	S 13000	9.00	56.30	6.00
2017	28000 S	N 15000	S 13000	9.00	57.10	6.20
2016	27000 F	N 14500	S 12500	9.00	56.10	2.90
2015	26000 C	N 14000	S 12000	9.00	56.20	3.40
2014	28500 X			9.00	56.80	7.40
2013	28000 X	0	0	9.00	56.20	7.60
2012	27500 T	0	0	9.00	57.00	5.90
2011	27000 S	0	0	9.00	59.10	6.30
2010	26000 F	N 13500	S 12500	9.60	57.92	9.30
2009	25000 C	N 13000	S 12000	9.71	58.42	5.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9433 - WESTON ROAD, N OF INDIAN TRACE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	17700 F	N 10500	S 7200	9.00	53.70	8.20
2023	17600 C	N 10500	S 7100	9.00	54.20	3.00
2022	16700 S	N 9100	S 7600	9.00	53.80	5.40
2021	16900 F	N 9200	S 7700	9.00	54.00	14.30
2020	17100 C	N 9300	S 7800	9.00	55.10	8.80
2019	25000 T	N 13500	S 11500	9.00	56.00	5.50
2018	25000 S	N 13500	S 11500	9.00	56.30	6.00
2017	25000 F	N 13500	S 11500	9.00	57.10	6.20
2016	24000 C	N 13000	S 11000	9.00	56.10	2.90
2015	19500 V	0	0	9.00	56.20	3.40
2014	19000 R			9.00	56.80	7.40
2013	18500 T	0	0	9.00	56.20	7.60
2012	18500 S	0	0	9.00	57.00	5.90
2011	18100 F	0	0	9.00	59.10	6.30
2010	17900 C	N 10500	S 7400	9.60	57.92	9.30
2009	21000 F	N 11500	S 9500	9.71	58.42	5.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

TRAFFIC IMPACT ANALYSIS

CAMBRIA HOTEL
DAVIE, FLORIDA

PREPARED FOR:
DAVIE HOSPITALITY, LLC

Kimley-Horn #040661012
September 26, 2019
CA 00000696
Kimley-Horn and Associates, Inc.
1920 Wekiva Way
West Palm Beach, Florida 33411
561/845-0665 TEL

VOLUME DEVELOPMENT WORKSHEET
CAMBRIA HOTEL
INDIAN TRACE & SW 160TH AVENUE

Growth Rate =	1.00%	
Peak Season =	1.04	1.04
Buildout Year =	2024	2024
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 08/20/2019	0	0	0	41	0	61	63	598	0	0	703	125
Peak Season Volume	0	0	0	43	0	63	66	622	0	0	731	130
Traffic Volume Growth	0	0	0	2	0	3	3	32	0	0	37	7
Committed Development	0	0	0	0	0	0	3	0	0	0	0	0
1.0% Traffic Volume Growth	0	0	0	2	0	3	3	32	0	0	37	7
Committed + 1.0% Growth	0	0	0	2	0	3	6	32	0	0	37	7
Max (Committed + 1.0% or Historic Growth)	0	0	0	2	0	3	6	32	0	0	37	7
Background Traffic Volumes	0	0	0	45	0	66	72	654	0	0	768	137
Project Traffic												
Inbound Traffic Assignment									65.0%	35.0%		
Inbound Traffic Volumes									28	15		
Outbound Traffic Assignment			100.0%									
Outbound Traffic Volumes			30									
Project Traffic			30						28	15		
Total Traffic w/o RTOR	0	0	30	45	0	66	72	654	28	15	768	137
RTOR Reduction												
TOTAL TRAFFIC	0	0	30	45	0	66	72	654	28	15	768	137

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 08/20/2019	0	0	0	65	0	93	143	832	0	0	512	157
Peak Season Volume	0	0	0	68	0	97	149	865	0	0	532	163
Traffic Volume Growth	0	0	0	3	0	5	8	44	0	0	27	8
Committed Development	0	0	0	0	0	0	0	0	0	0	0	0
1.0% Traffic Volume Growth	0	0	0	3	0	5	8	44	0	0	27	8
Committed + 1.0% Growth	0	0	0	3	0	5	8	44	0	0	27	8
Max (Committed + 1.0% or Historic Growth)	0	0	0	3	0	5	8	44	0	0	27	8
Background Traffic Volumes	0	0	0	71	0	102	157	909	0	0	559	171
Project Traffic												
Inbound Traffic Assignment									65.0%	35.0%		
Inbound Traffic Volumes									31	16		
Outbound Traffic Assignment			100.0%									
Outbound Traffic Volumes			46									
Project Traffic			46						31	16		
Total Traffic w/o RTOR	0	0	46	71	0	102	157	909	31	16	559	171
RTOR Reduction												
TOTAL TRAFFIC	0	0	46	71	0	102	157	909	31	16	559	171

Bowman

Appendix E

Trip Generation Information

Shopping Plaza (40-150k) - Supermarket - No (821)

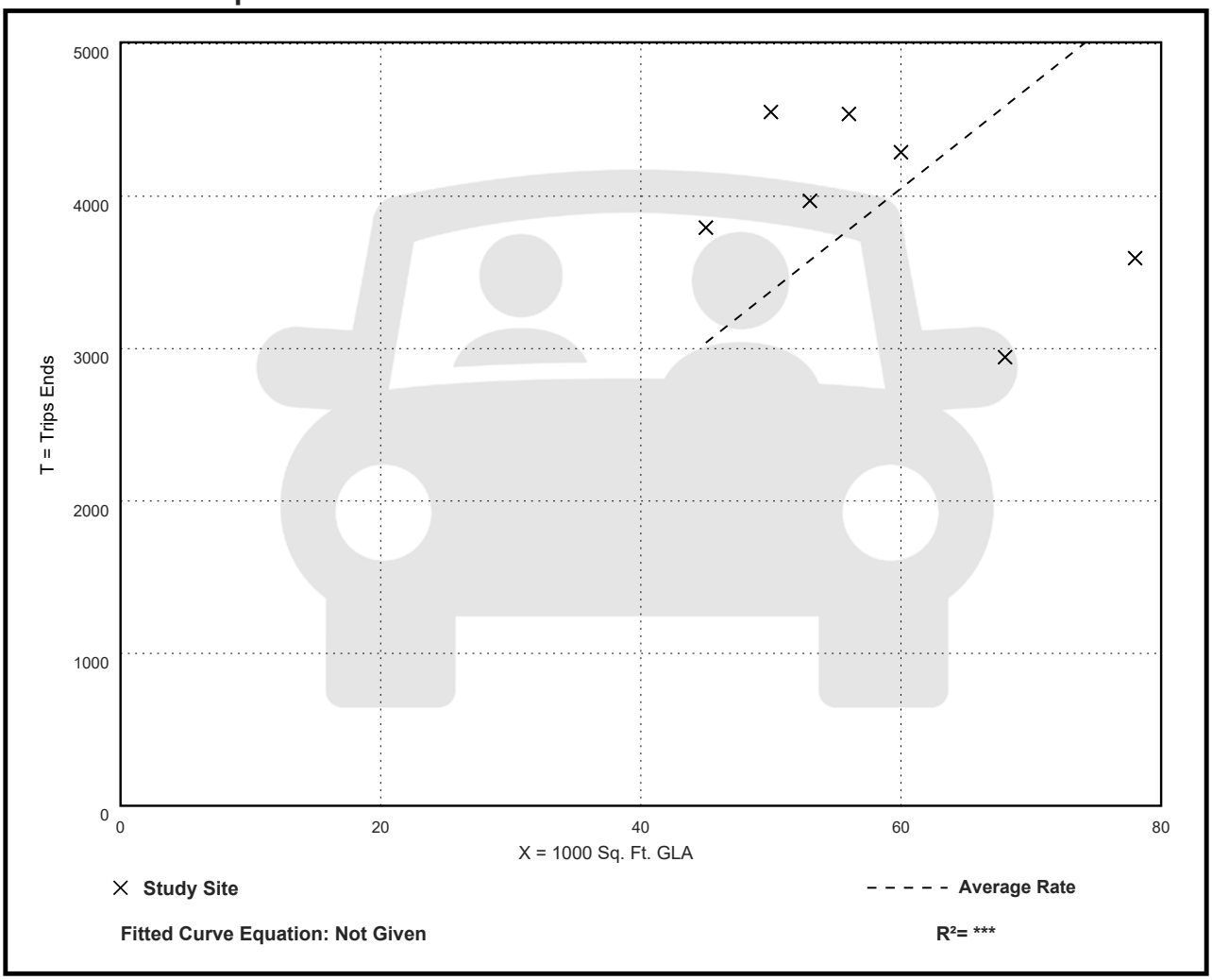
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. 1000 Sq. Ft. GLA: 59
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
67.52	43.29 - 91.06	19.25

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

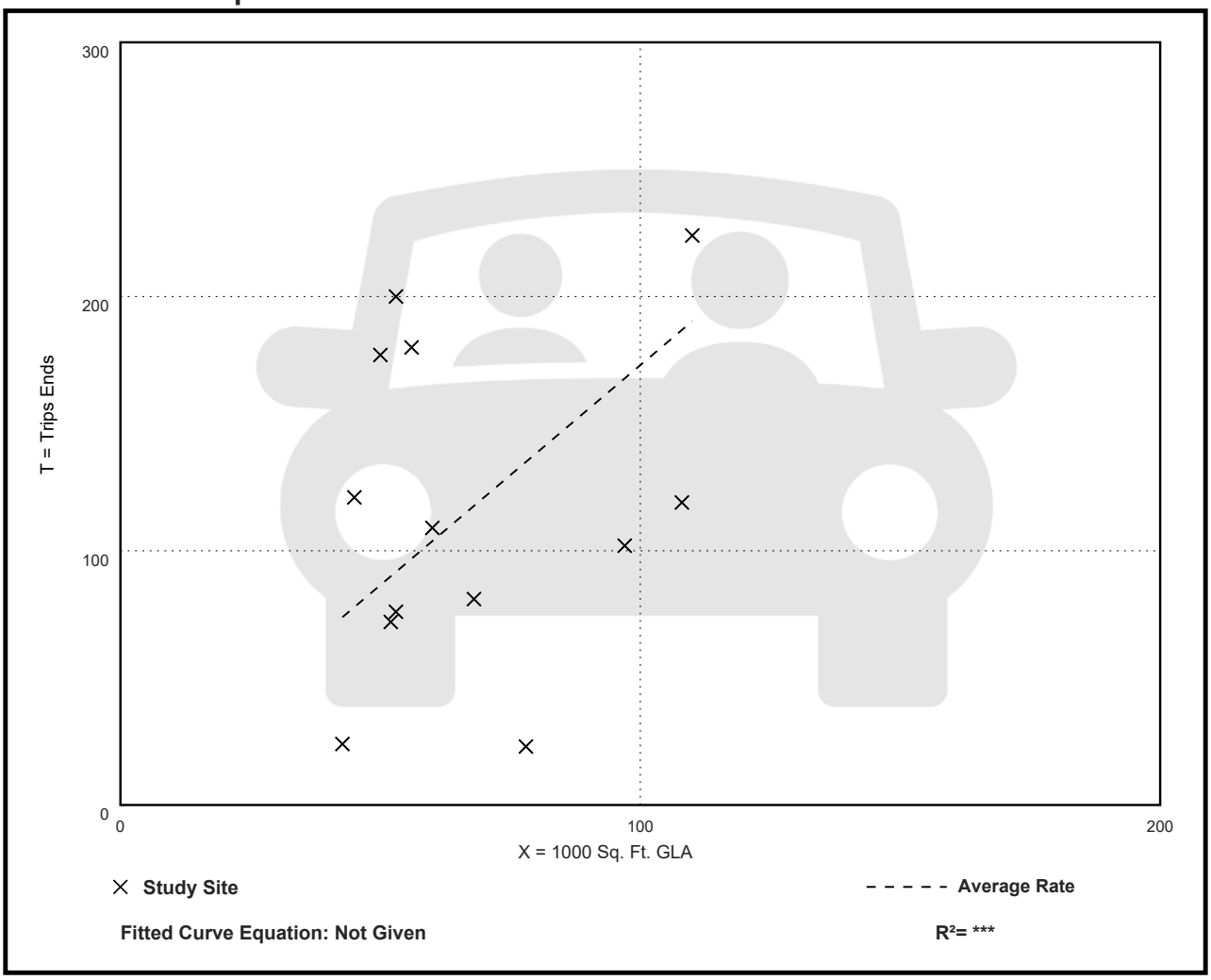
Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
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: 13
Avg. 1000 Sq. Ft. GLA: 67
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
1.73	0.29 - 3.77	1.06

Data Plot and Equation



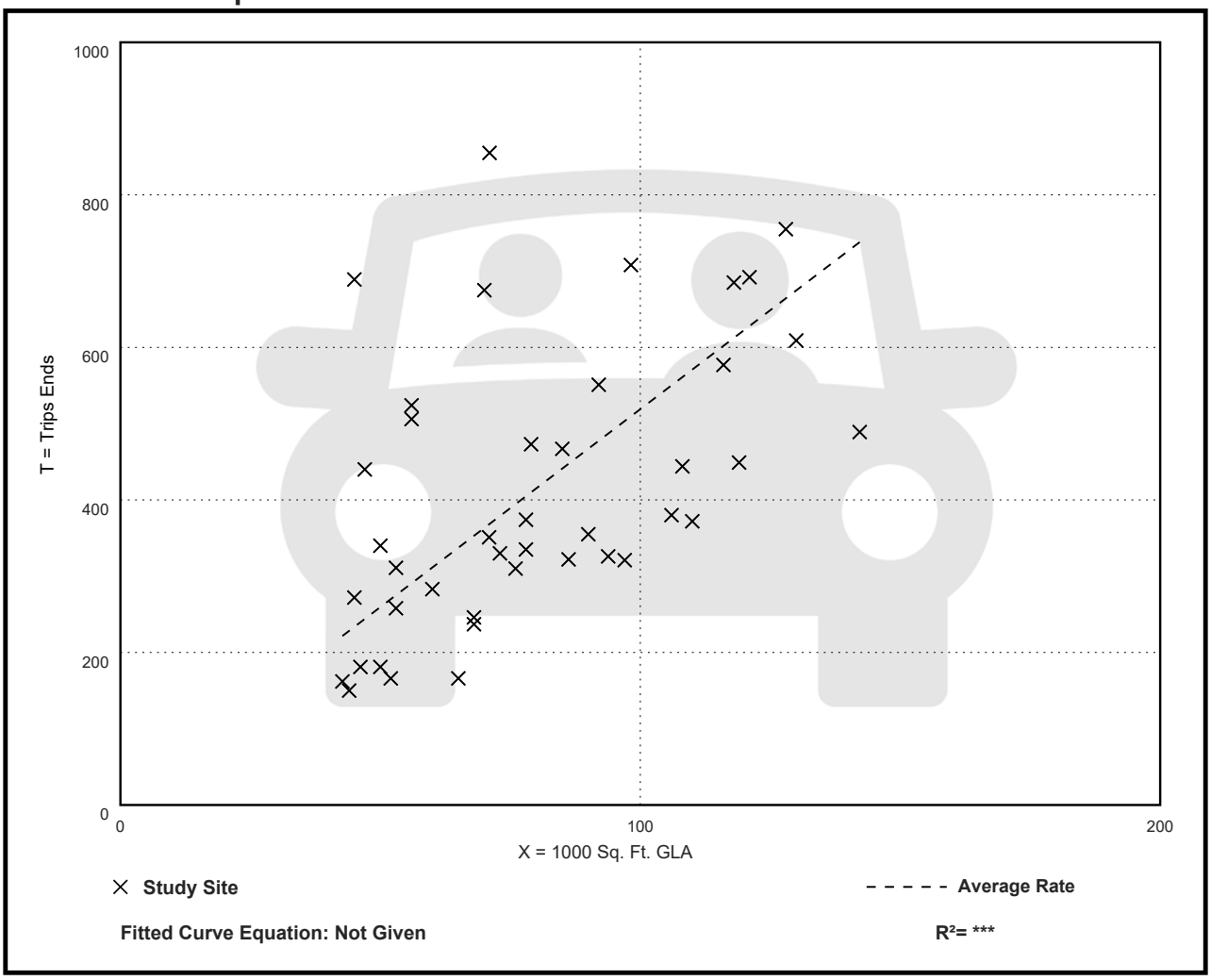
Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
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: 42
Avg. 1000 Sq. Ft. GLA: 79
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
5.19	2.55 - 15.31	2.28

Data Plot and Equation



General Office Building
(710)

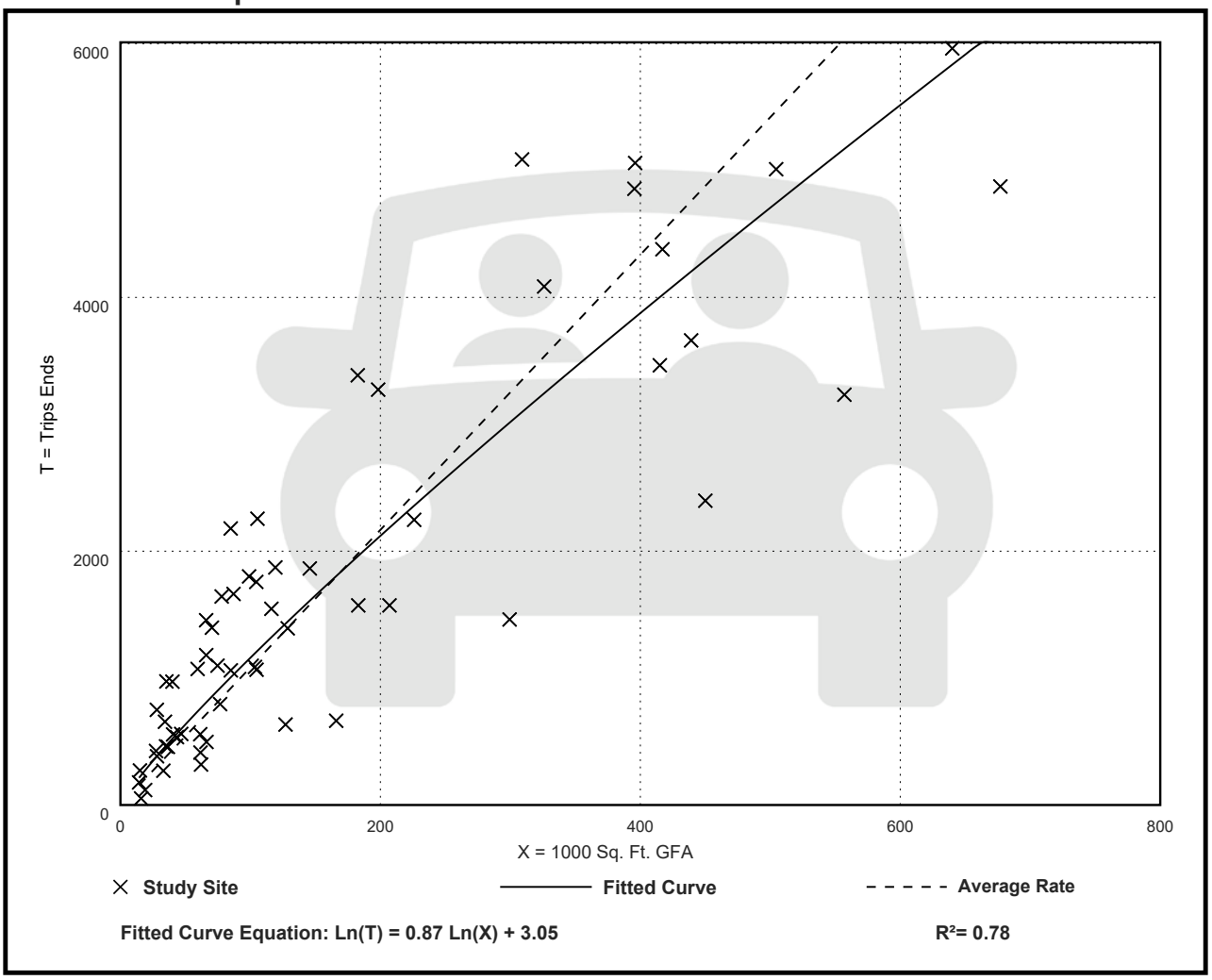
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.87 Ln(X) + 3.05

R^2= 0.78

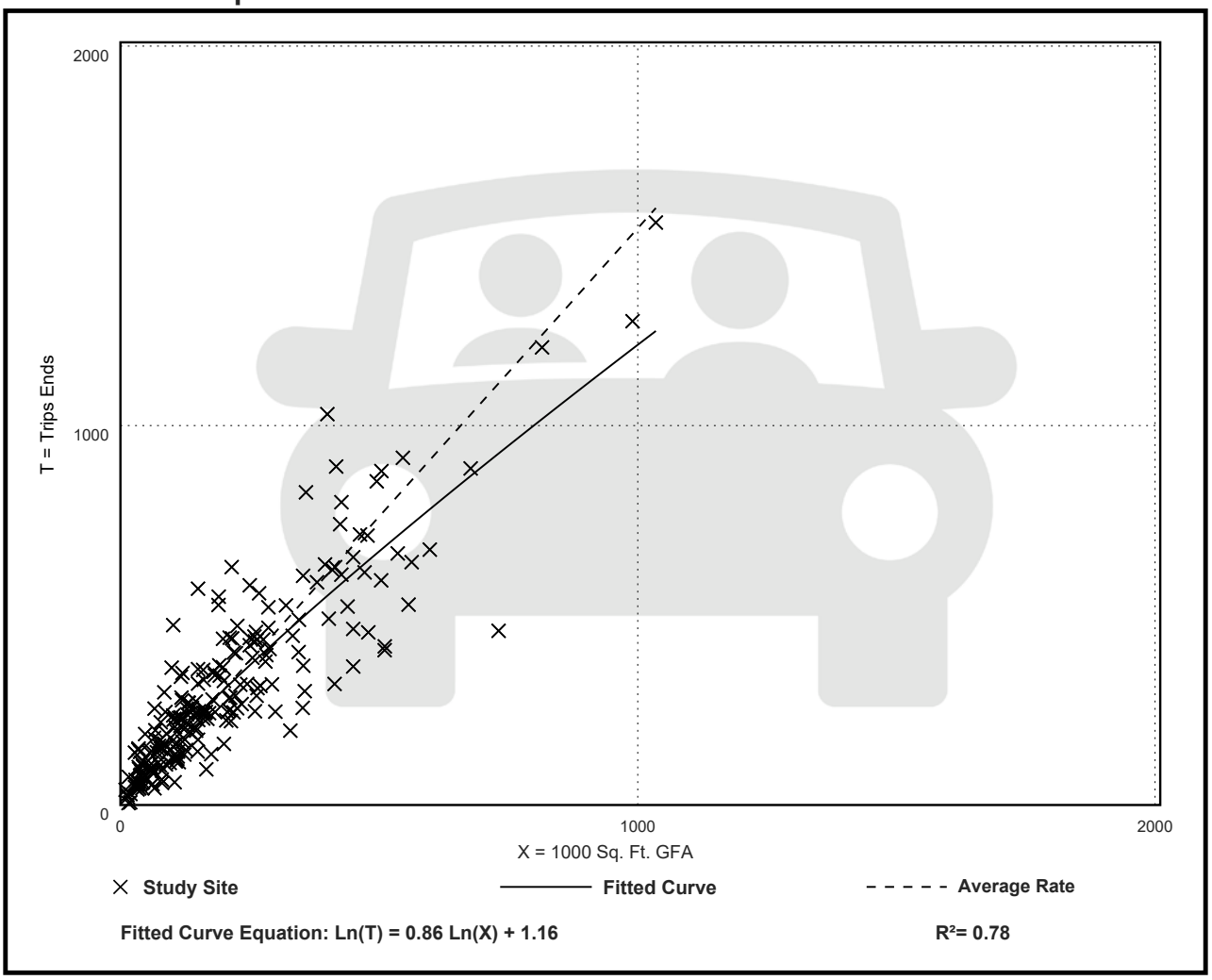
General Office Building
(710)

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: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.86 Ln(X) + 1.16

R^2= 0.78

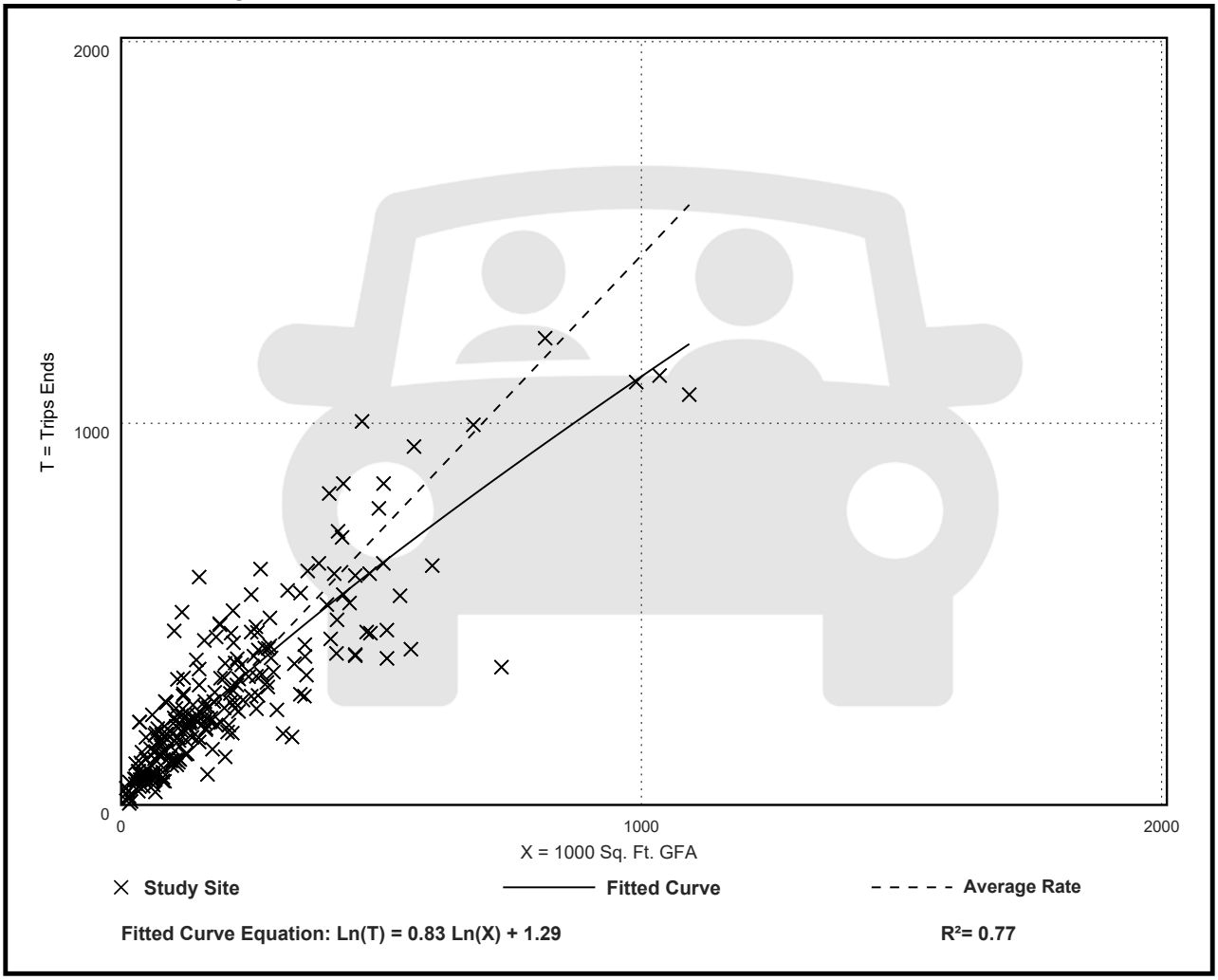
General Office Building
(710)

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: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.83 Ln(X) + 1.29

R^2= 0.77

Hotel
(310)

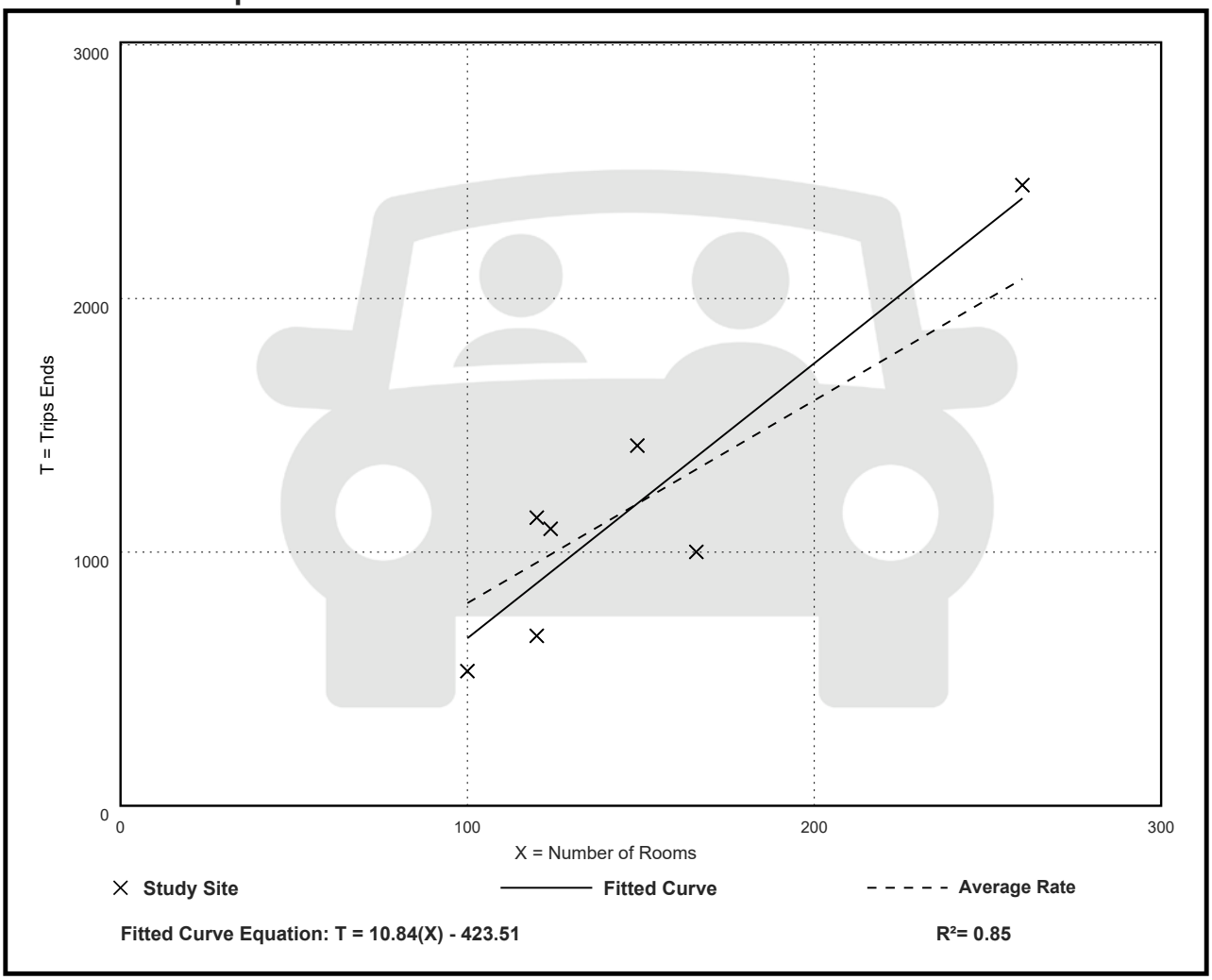
Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Rooms: 148
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
7.99	5.31 - 9.53	1.92

Data Plot and Equation



Fitted Curve Equation: T = 10.84(X) - 423.51

R^2= 0.85

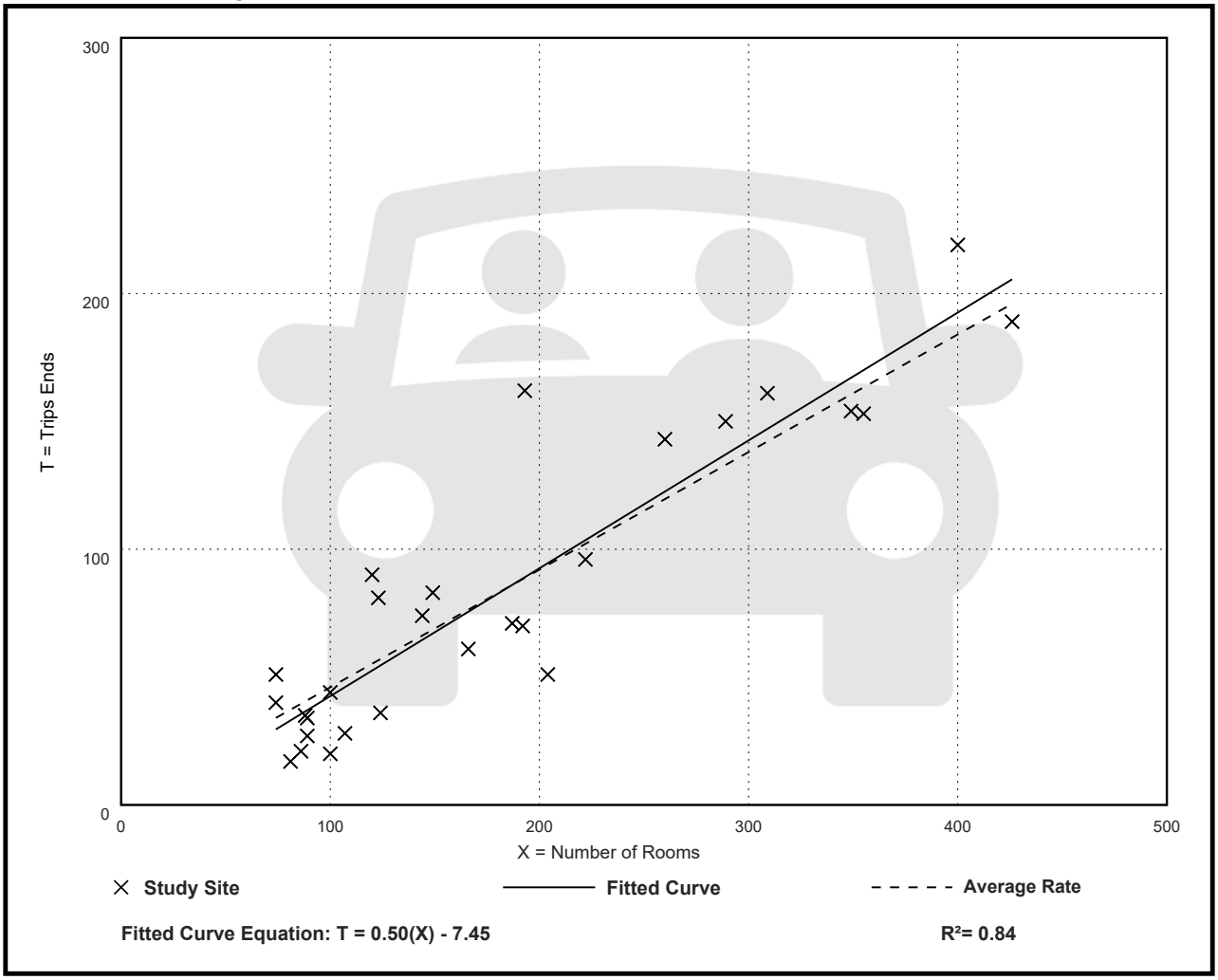
Hotel
(310)

Vehicle Trip Ends vs: Rooms
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: 28
Avg. Num. of Rooms: 182
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.46	0.20 - 0.84	0.14

Data Plot and Equation



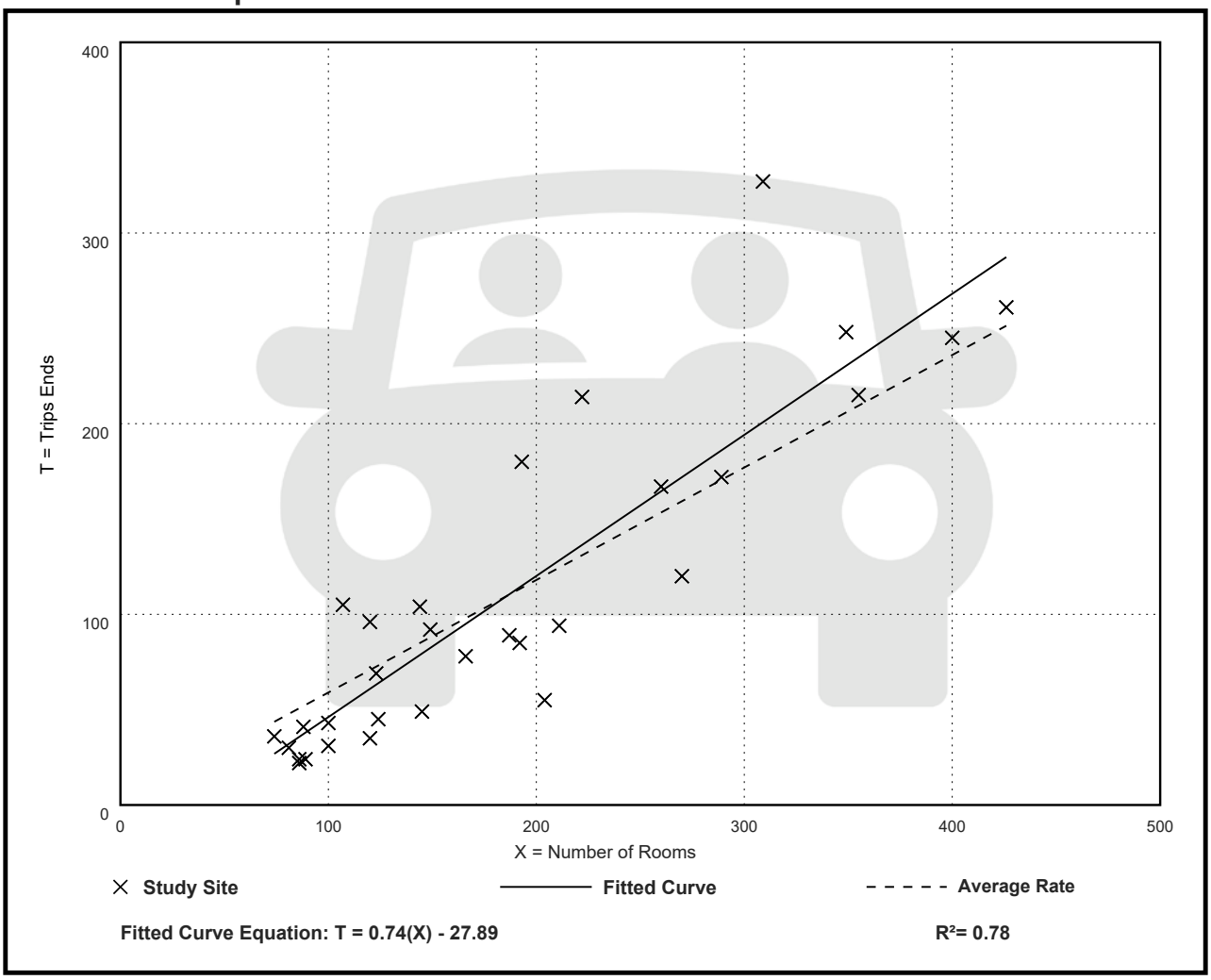
Hotel
(310)

Vehicle Trip Ends vs: Rooms
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: 31
Avg. Num. of Rooms: 186
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.59	0.26 - 1.06	0.22

Data Plot and Equation



Warehousing
(150)

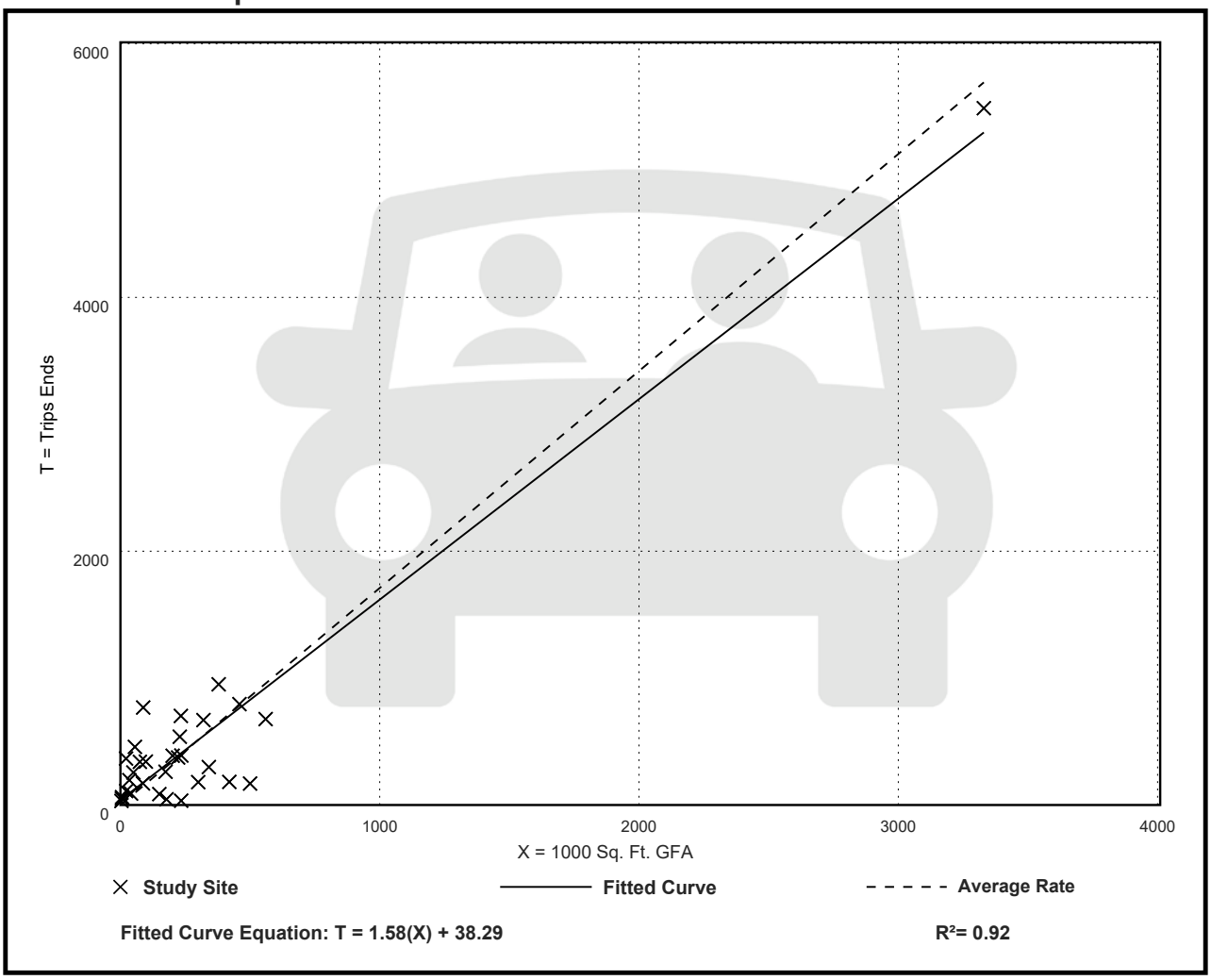
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. 1000 Sq. Ft. GFA: 292
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



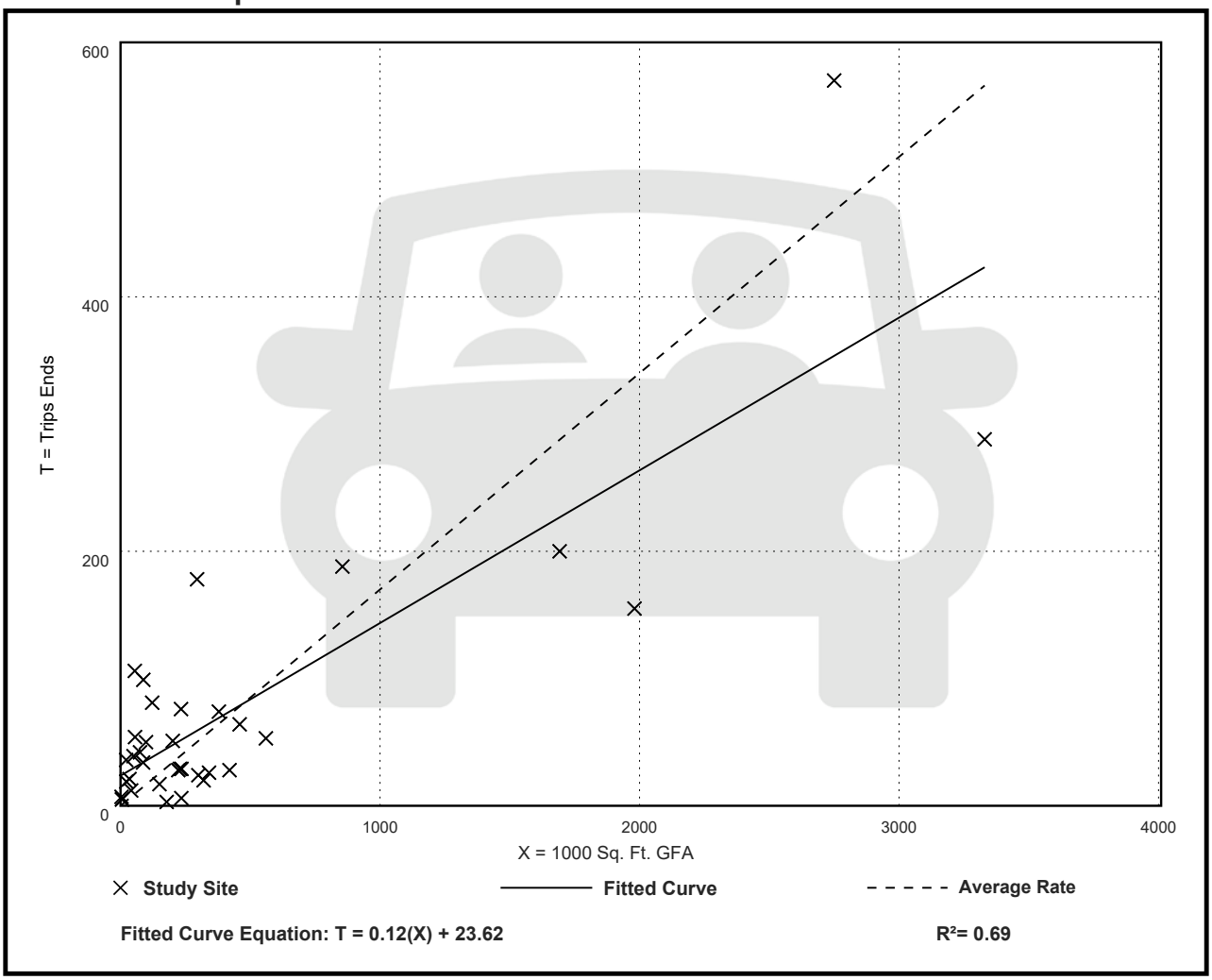
Warehousing
(150)

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: 36
Avg. 1000 Sq. Ft. GFA: 448
Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



Fitted Curve Equation: T = 0.12(X) + 23.62

R^2= 0.69

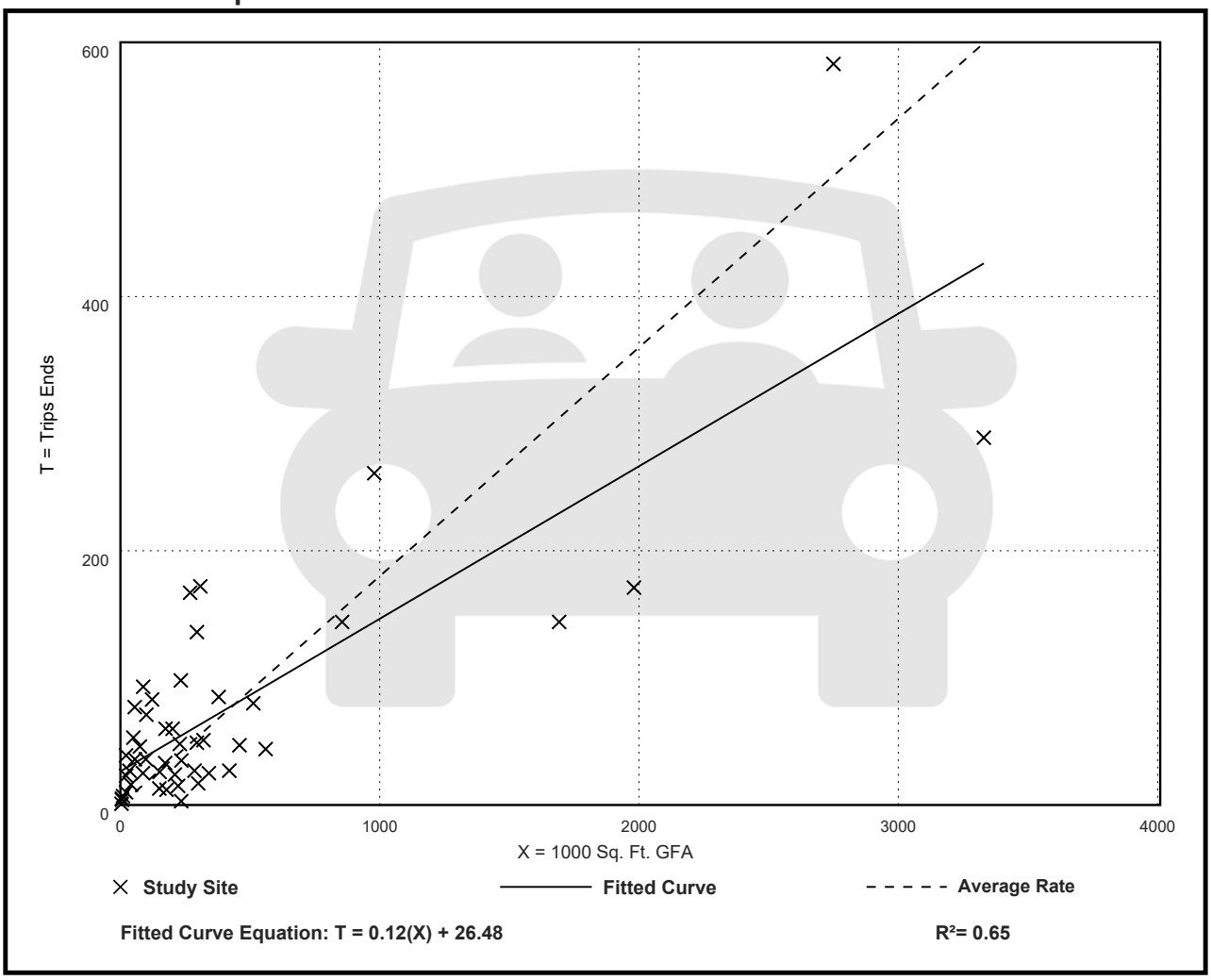
Warehousing
(150)

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: 49
Avg. 1000 Sq. Ft. GFA: 400
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	821
Land Use	Shopping Plaza (40 - 150k)
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	15
Average Pass-By Rate	40%

Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

Table 6.1 Unconstrained Internal Person Trip Capture Rates for Trip Origins within a Mixed-Use Development

		WEEKDAY	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Retail	28%	20%
	To Restaurant	63%	4%
	To Cinema/Entertainment	0%	0%
	To Residential	1%	2%
	To Hotel	0%	0%
From RETAIL	To Office	29%	2%
	To Restaurant	13%	29%
	To Cinema/Entertainment	0%	4%
	To Residential	14%	26%
	To Hotel	0%	5%
From RESTAURANT	To Office	31%	3%
	To Retail	14%	41%
	To Cinema/Entertainment	0%	8%
	To Residential	4%	18%
	To Hotel	3%	7%
From CINEMA/ENTERTAINMENT	To Office	0%	2%
	To Retail	0%	21%
	To Restaurant	0%	31%
	To Residential	0%	8%
	To Hotel	0%	2%
From RESIDENTIAL	To Office	2%	4%
	To Retail	1%	42%
	To Restaurant	20%	21%
	To Cinema/Entertainment	0%	0%
	To Hotel	0%	3%
From HOTEL	To Office	75%	0%
	To Retail	14%	16%
	To Restaurant	9%	68%
	To Cinema/Entertainment	0%	0%
	To Residential	0%	2%

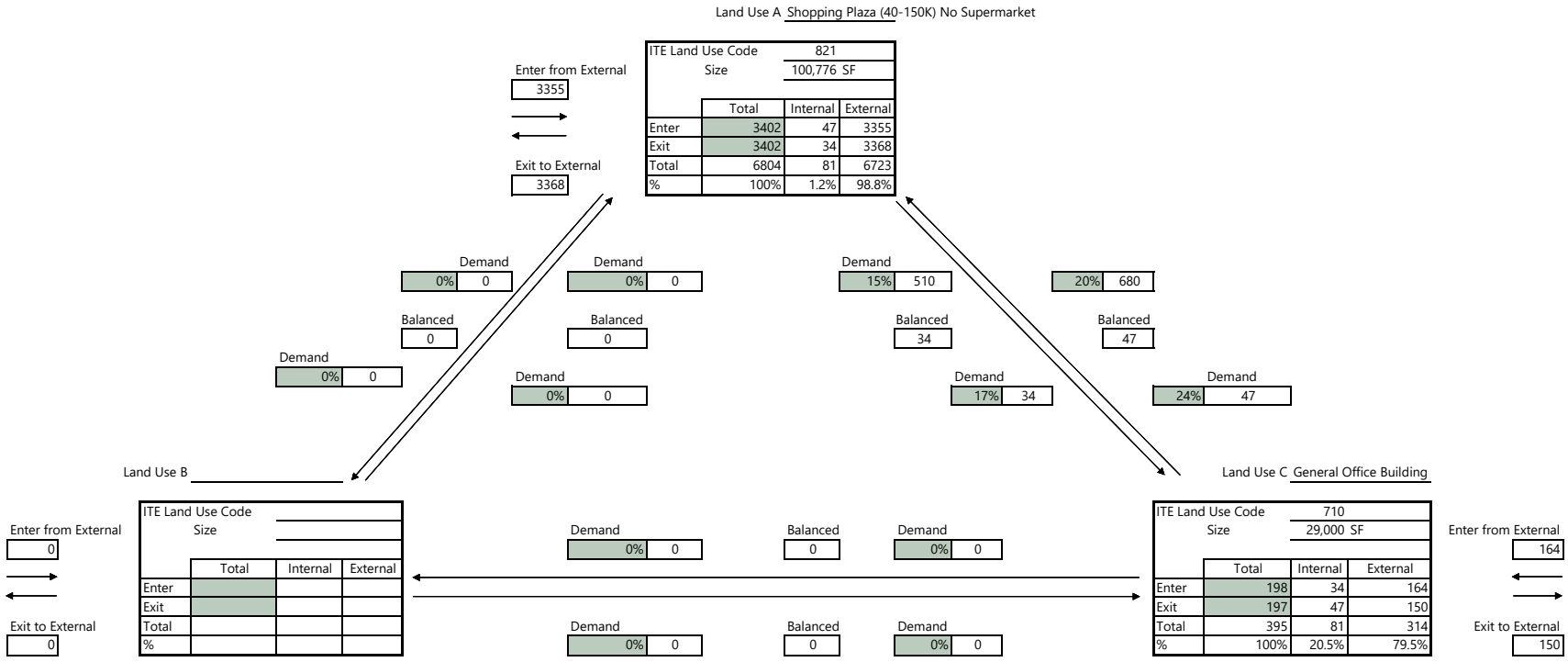
Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments.* Washington, DC: Transportation Research Board, Tables 99 and 100, 2011.

Table 6.2 Unconstrained Internal Person Trip Capture Rates for Trip Destinations within a Mixed-Use Development

		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Retail	4%	31%
	From Restaurant	14%	30%
	From Cinema/Entertainment	0%	6%
	From Residential	3%	57%
	From Hotel	3%	0%
To RETAIL	From Office	32%	8%
	From Restaurant	8%	50%
	From Cinema/Entertainment	0%	4%
	From Residential	17%	10%
	From Hotel	4%	2%
To RESTAURANT	From Office	23%	2%
	From Retail	50%	29%
	From Cinema/Entertainment	0%	3%
	From Residential	20%	14%
	From Hotel	6%	5%
To CINEMA/ENTERTAINMENT	From Office	0%	1%
	From Retail	0%	26%
	From Restaurant	0%	32%
	From Residential	0%	0%
	From Hotel	0%	0%
To RESIDENTIAL	From Office	0%	4%
	From Retail	2%	46%
	From Restaurant	5%	16%
	From Cinema/Entertainment	0%	4%
	From Hotel	0%	0%
To HOTEL	From Office	0%	0%
	From Retail	0%	17%
	From Restaurant	4%	71%
	From Cinema/Entertainment	0%	1%
	From Residential	0%	12%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments.* Washington, DC: Transportation Research Board, Tables 101 and 102, 2011.

DAILY TRIP INTERNAL CAPTURE - EXISTING USE
INDIAN TRACE CENTER TRAFFIC ANALYSIS

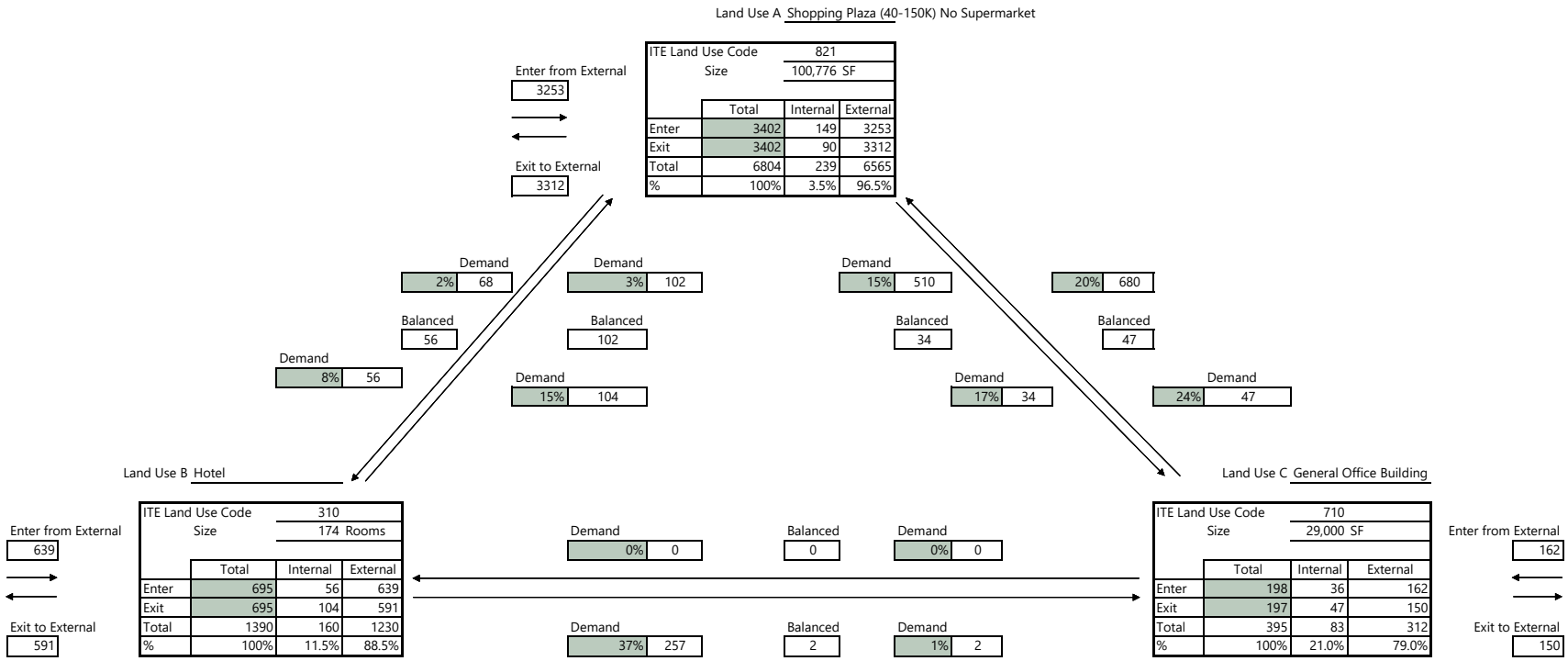


Net External Trips for Multi-Use Development

	Land Use B		Land Use C		Land Use A		Total	
Enter	3355		0		164		3519	
Exit	3368		0		150		3518	Internal
Total	6723		0		314		7037	Capture
Single-Use Trip Gen Estimate	6804		0		395		7199	2.3%

Source: Bowman based ontTemplates from the ITE Trip Generation Manual, 11th Edition.

DAILY TRIP INTERNAL CAPTURE - PROPOSED USE
INDIAN TRACE CENTER TRAFFIC ANALYSIS

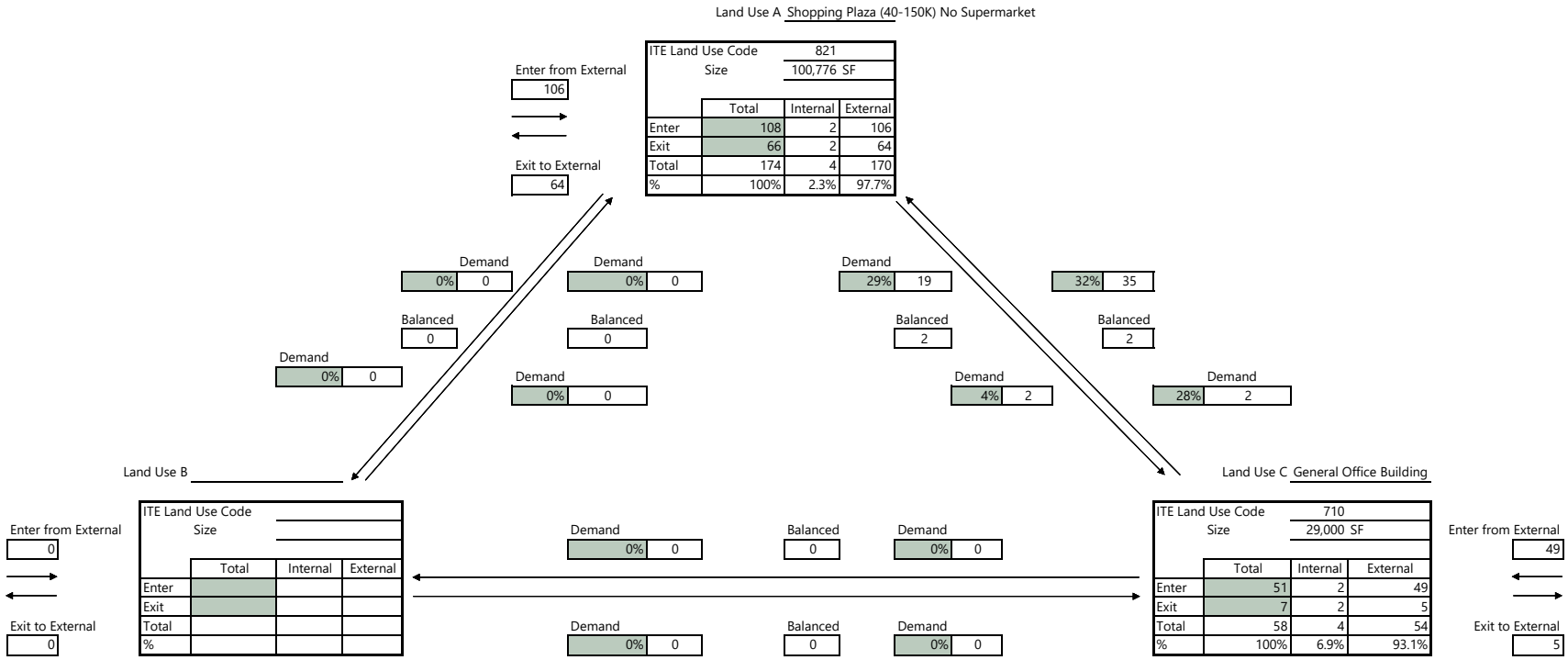


Net External Trips for Multi-Use Development

	Land Use B		Land Use C		Land Use A		Total	
Enter	3253		639		162		4054	
Exit	3312		591		150		4053	Internal
Total	6565		1230		312		8107	Capture
Single-Use Trip Gen Estimate	6804		1390		395		8589	5.6%

Source: Bowman based ontTemplates from the ITE Trip Generation Manual, 11th Edition.

AM PEAK HOUR TRIP INTERNAL CAPTURE - EXISTING USE
INDIAN TRACE CENTER TRAFFIC ANALYSIS

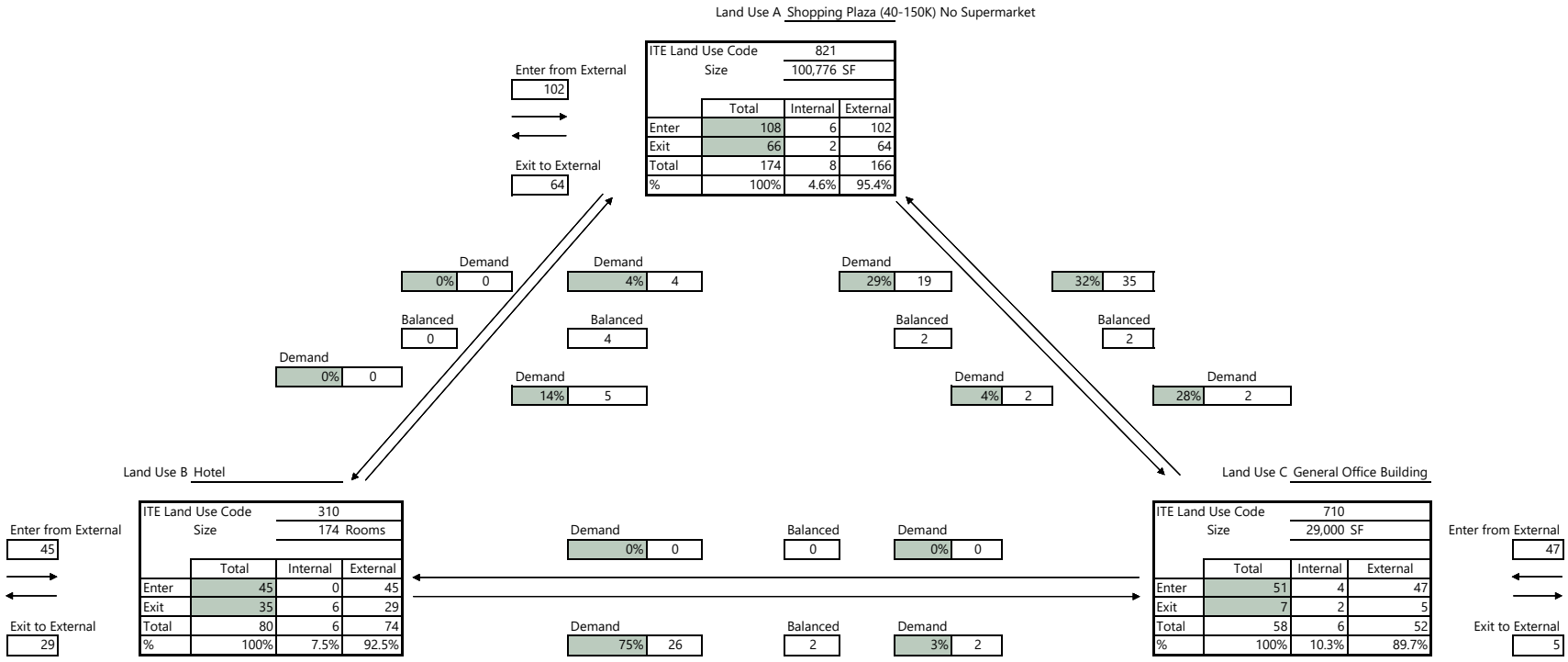


Net External Trips for Multi-Use Development

	Land Use B		Land Use C		Land Use A		Total	
Enter	106		0		49		155	
Exit	64		0		5		69	Internal
Total	170		0		54		224	Capture
Single-Use Trip Gen Estimate	174		0		58		232	3.4%

Source: Bowman based ontTemplates from the ITE Trip Generation Manual, 11th Edition.

AM PEAK HOUR TRIP INTERNAL CAPTURE - PROPOSED USE
INDIAN TRACE CENTER TRAFFIC ANALYSIS

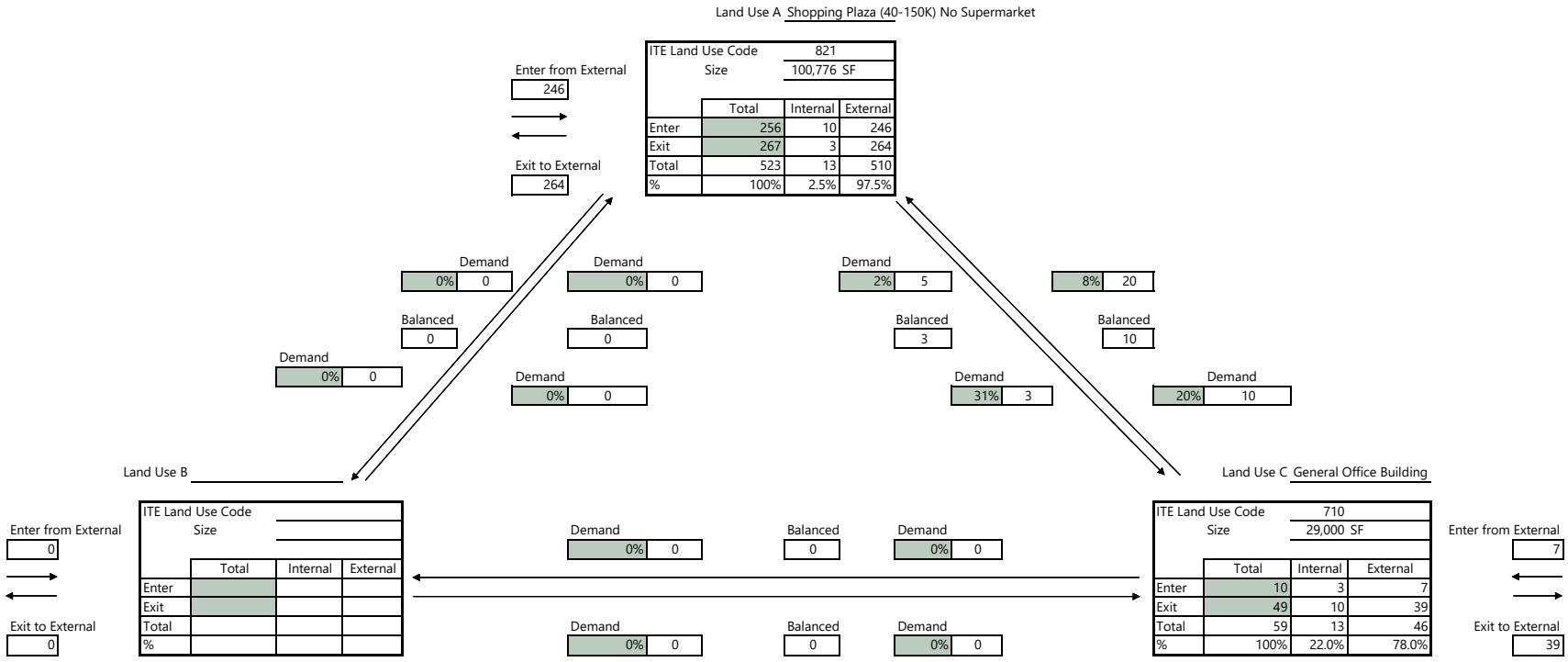


Net External Trips for Multi-Use Development

	Land Use B		Land Use C		Land Use A		Total	
Enter	102		45		47		194	
Exit	64		29		5		98	Internal
Total	166		74		52		292	Capture
Single-Use Trip Gen Estimate	174		80		58		312	6.4%

Source: Bowman based ontTemplates from the ITE Trip Generation Manual, 11th Edition.

PM PEAK HOUR TRIP INTERNAL CAPTURE - EXISTING USE
INDIAN TRACE CENTER TRAFFIC ANALYSIS

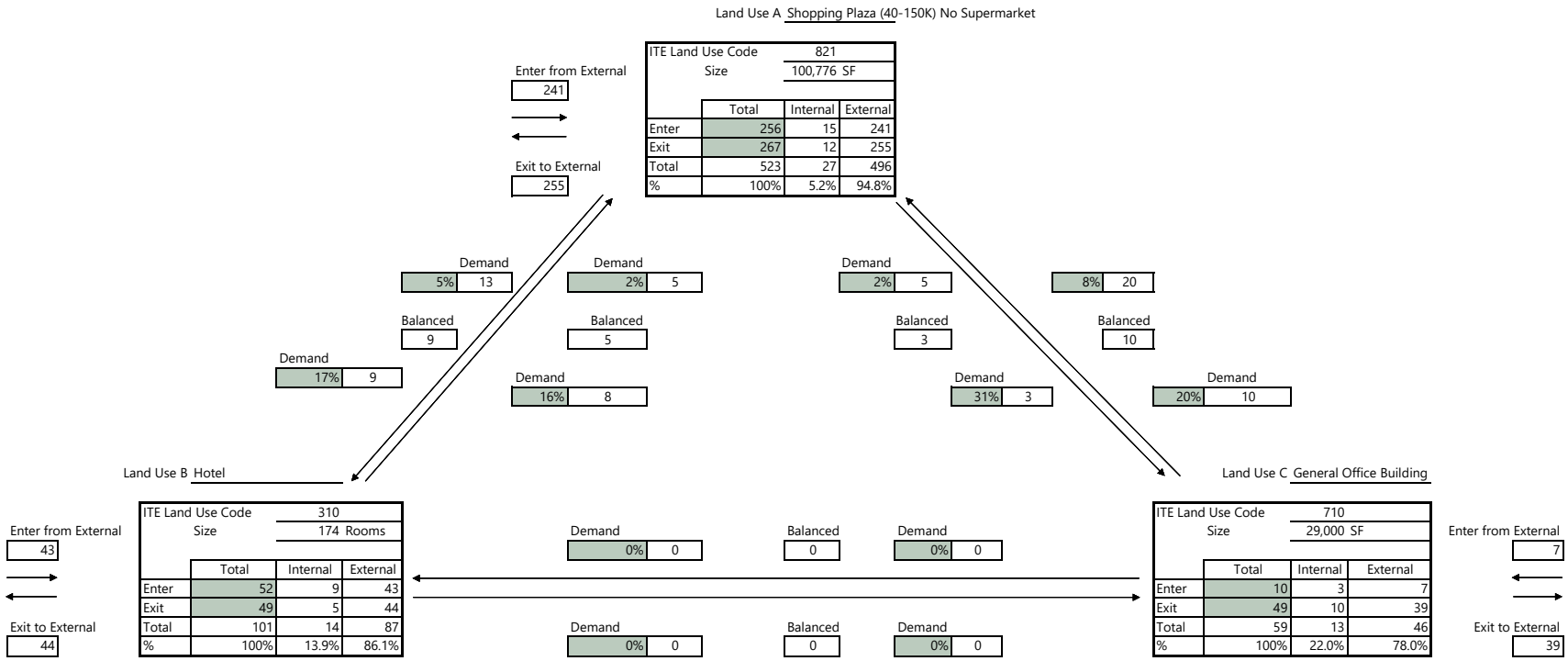


Net External Trips for Multi-Use Development

	Land Use B		Land Use C		Land Use A		Total	
Enter	246		0		7		253	
Exit	264		0		39		303	Internal
Total	510		0		46		556	Capture
Single-Use Trip Gen Estimate	523		0		59		582	4.5%

Source: Bowman based ontTemplates from the ITE Trip Generation Manual, 11th Edition.

PM PEAK HOUR TRIP INTERNAL CAPTURE - PROPOSED USE
INDIAN TRACE CENTER TRAFFIC ANALYSIS



Net External Trips for Multi-Use Development

	Land Use B		Land Use C		Land Use A		Total	
Enter	241		43		7		291	
Exit	255		44		39		338	Internal
Total	496		87		46		629	Capture
Single-Use Trip Gen Estimate	523		101		59		683	7.9%

Source: Bowman based ontTemplates from the ITE Trip Generation Manual, 11th Edition.

Bowman

Attachment F

Trip Generation Approved Versus Proposed Development

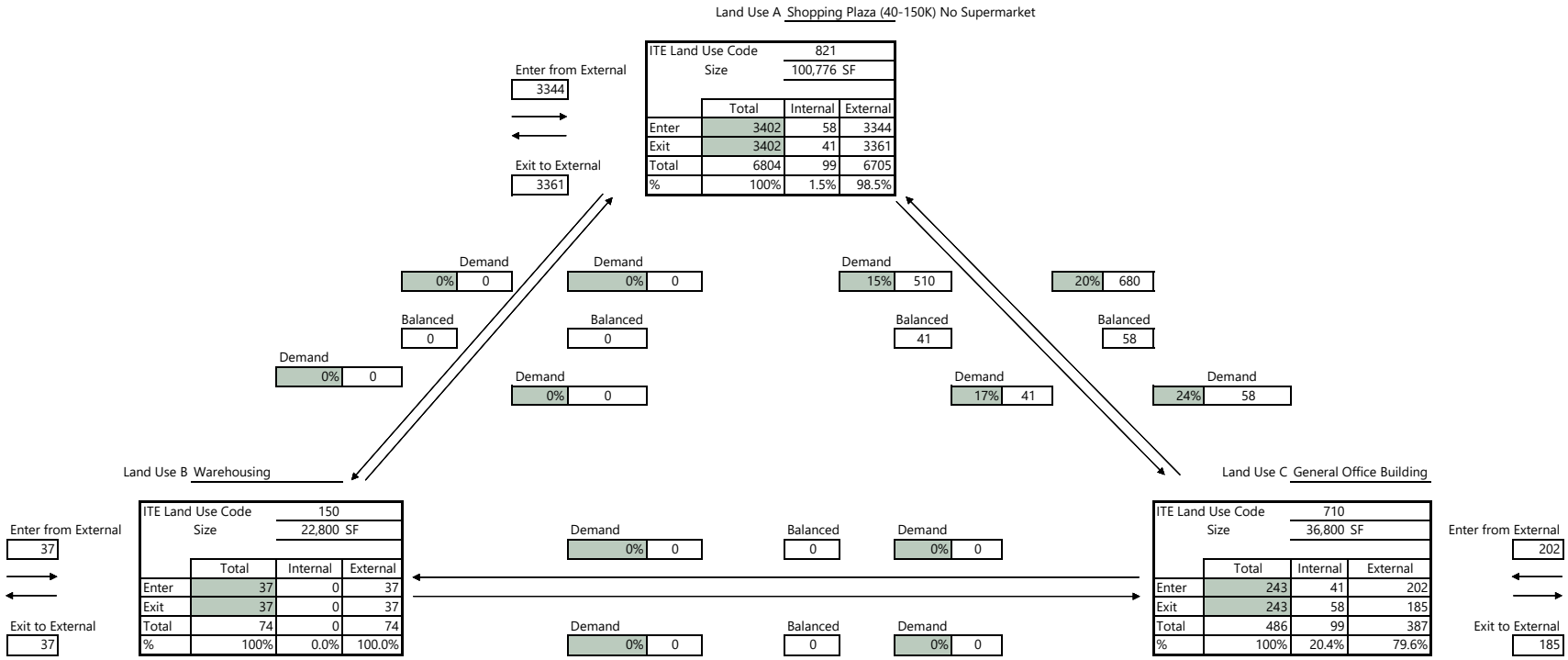
DAILY TRIP GENERATION ANALYSIS - APPROVED VERSUS PROPOSED USE
INDIAN TRACE CENTER TRAFFIC ANALYSIS

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE [1]	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS[1]				EXTERNAL TRIPS			PASS-BY[1]		NEW TRIPS		
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL			IN	OUT	TOTAL
APPROVED USE																				
Shopping Plaza (40-150K) No Supermarket	821	100,776 SF	T = 67.52 (X)	50%	50%	3,402	3,402	6,804	58	41	99	1.50%	3,344	3,361	6,705	2,682	40.00%	2,003	2,020	4,023
Warehousing	150	22,800 SF	T = 1.58 (X)+ 38.29	50%	50%	37	37	74	0	0	0	0.00%	37	37	74	0	0.00%	37	37	74
General Office Building	710	36,800 SF	Ln(T)= 0.87 Ln(X)+ 3.05	50%	50%	243	243	486	41	58	99	20.40%	202	185	387	0	0.00%	202	185	387
SUBTOTAL						**3,682**	**3,682**	**7,364**	**99**	**99**	**198**	**2.7%**	**3,583**	**3,583**	**7,166**	**2,682**		**2,242**	**2,242**	**4,484**
PROPOSED USE																				
Shopping Plaza (40-150K) No Supermarket	821	100,776 SF	T = 67.52 (X)	50%	50%	3,402	3,402	6,804	149	90	239	3.5%	3,253	3,312	6,565	2,626	40.00%	1,940	1,999	3,939
General Office Building	710	29,000 SF	Ln(T)= 0.87 Ln(X)+ 3.05	50%	50%	198	197	395	36	47	83	21.0%	162	150	312	0	0.00%	162	150	312
Hotel	310	174 Rooms	T = 7.99 (X)	50%	50%	695	695	1,390	56	104	160	11.5%	639	591	1,230	0	0.00%	639	591	1,230
SUBTOTAL						**4,295**	**4,294**	**8,589**	**241**	**241**	**482**	**5.6%**	**4,054**	**4,053**	**8,107**	**2,626**		**2,741**	**2,740**	**5,481**
NET DIFFERENCE FROM APPROVED USES						**613**	**612**	**1,225**	**142**	**142**	**284**		**471**	**470**	**941**	**-56**		**499**	**498**	**997**

(1) Source: ITE *Trip Generation Manual,* 11th Edition

Bowman

DAILY TRIP INTERNAL CAPTURE - APPROVED USE
INDIAN TRACE CENTER TRAFFIC ANALYSIS

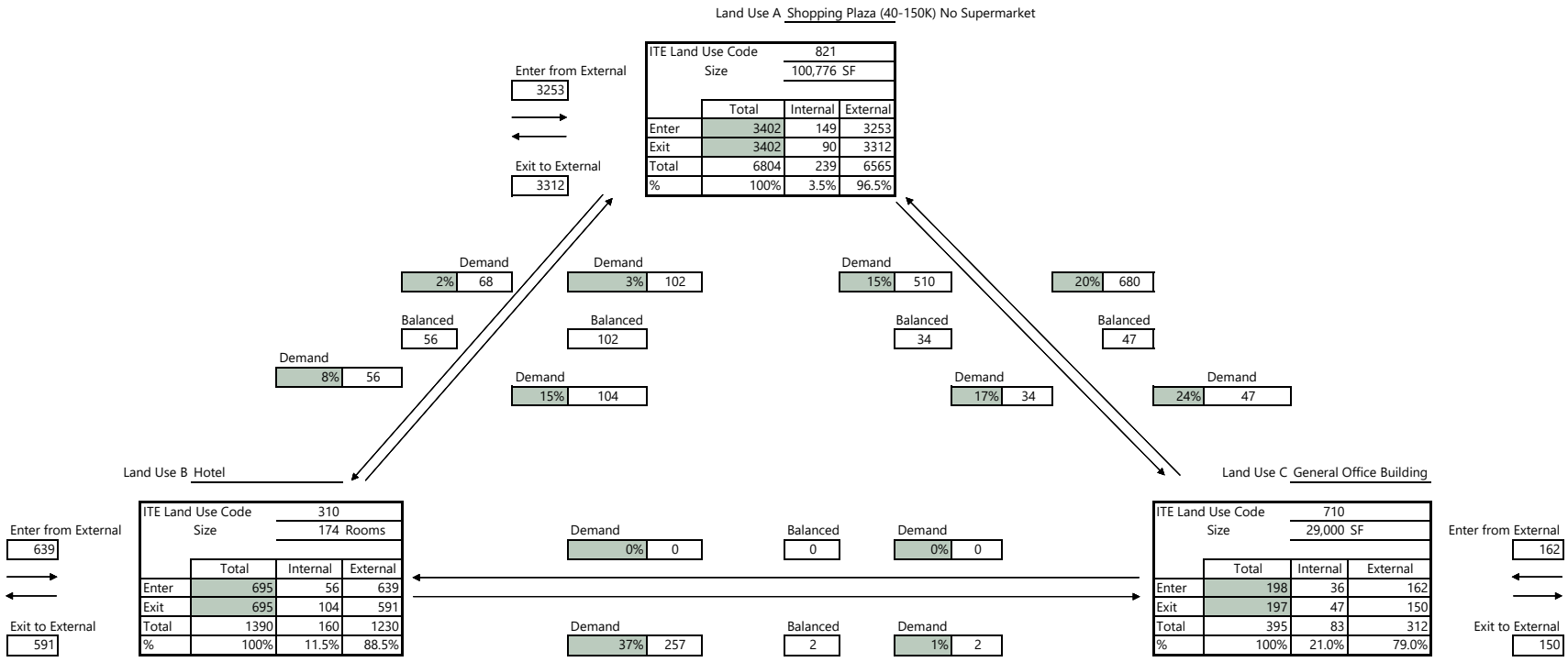


Net External Trips for Multi-Use Development

	Land Use B		Land Use C		Land Use A		Total	
Enter	3344		37		202		3583	
Exit	3361		37		185		3583	Internal
Total	6705		74		387		7166	Capture
Single-Use Trip Gen Estimate	6804		74		486		7364	2.7%

Source: Bowman based ontTemplates from the ITE Trip Generation Manual, 11th Edition.

DAILY TRIP INTERNAL CAPTURE - PROPOSED USE
INDIAN TRACE CENTER TRAFFIC ANALYSIS



Net External Trips for Multi-Use Development

	Land Use B		Land Use C		Land Use A		Total	
Enter	3253		639		162		4054	
Exit	3312		591		150		4053	Internal
Total	6565		1230		312		8107	Capture
Single-Use Trip Gen Estimate	6804		1390		395		8589	5.6%

Source: Bowman based ontTemplates from the ITE Trip Generation Manual, 11th Edition.

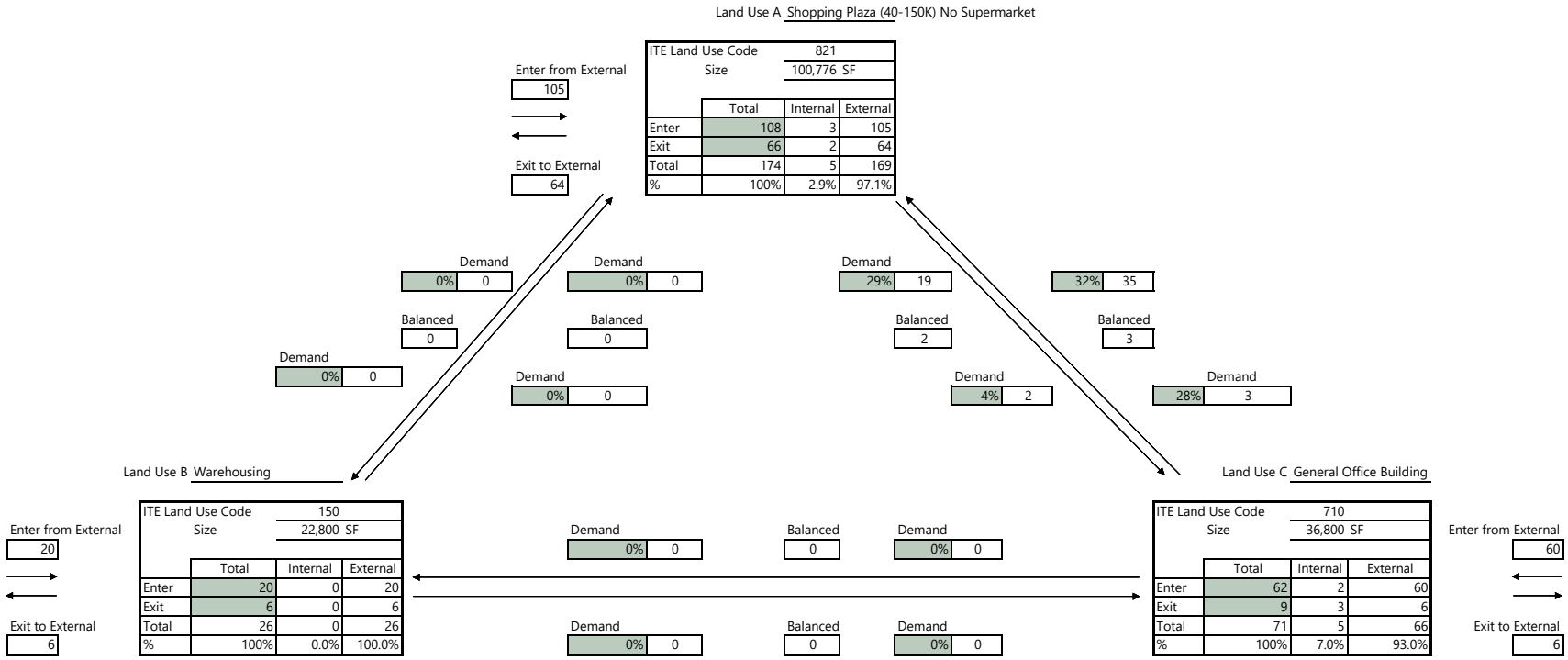
AM PEAK HOUR TRIP GENERATION ANALYSIS - APPROVED VERSUS PROPOSED USE
INDIAN TRACE CENTER TRAFFIC ANALYSIS

LAND USE	ITE CODE	INTENSITY		TRIP GENERATION RATE [1]	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS[1]				EXTERNAL TRIPS			PASS-BY[1]		NEW TRIPS		
							IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL			IN	OUT	TOTAL
APPROVED USE																					
Shopping Plaza (40-150K) No Supermarket	821	100,776	SF	T = 1.73 (X)	62%	38%	108	66	174	3	2	5	2.90%	105	64	169	68	40.00%	63	38	101
Warehousing	150	22,800	SF	T = 0.12 (X)+ 23.62	77%	23%	20	6	26	0	0	0	0.00%	20	6	26	0	0.00%	20	6	26
General Office Building	710	36,800	SF	Ln(T)= 0.86 Ln(X)+ 1.16	88%	12%	62	9	71	2	3	5	7.00%	60	6	66	0	0.00%	60	6	66
SUBTOTAL							**190**	**81**	**271**	**5**	**5**	**10**	**3.7%**	**185**	**76**	**261**	**68**		**143**	**50**	**193**
PROPOSED USE																					
Shopping Plaza (40-150K) No Supermarket	821	100,776	SF	T = 1.73 (X)	62%	38%	108	66	174	6	2	8	4.6%	102	64	166	66	40.00%	61	39	100
General Office Building	710	29,000	SF	Ln(T)= 0.86 Ln(X)+ 1.16	88%	12%	51	7	58	4	2	6	10.3%	47	5	52	0	0.00%	47	5	52
Hotel	310	174	Rooms	T = 0.50 (X)- 7.45	56%	44%	45	35	80	0	6	6	7.5%	45	29	74	0	0.00%	45	29	74
SUBTOTAL							**204**	**108**	**312**	**10**	**10**	**20**	**6.4%**	**194**	**98**	**292**	**66**		**153**	**73**	**226**
NET DIFFERENCE FROM APPROVED USES							**14**	**27**	**41**	**5**	**5**	**10**		**9**	**22**	**31**	**-2**		**10**	**23**	**33**

(1) Source: ITE *Trip Generation Manual,* 11th Edition

Bowman

AM PEAK HOUR TRIP INTERNAL CAPTURE - APPROVED USE
INDIAN TRACE CENTER TRAFFIC ANALYSIS

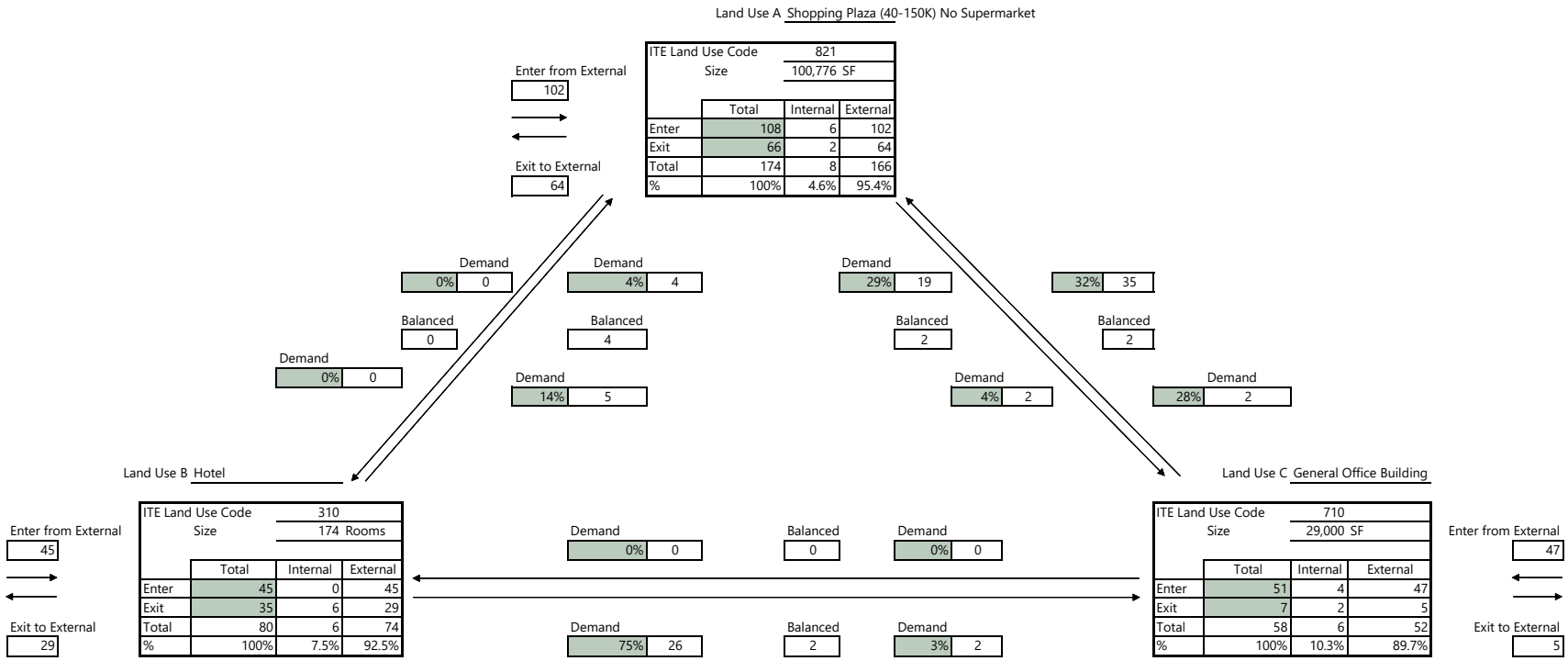


Net External Trips for Multi-Use Development

	Land Use B		Land Use C		Land Use A		Total	
Enter	105		20		60		185	
Exit	64		6		6		76	Internal
Total	169		26		66		261	Capture
Single-Use Trip Gen Estimate	174		26		71		271	3.7%

Source: Bowman based ontTemplates from the ITE Trip Generation Manual, 11th Edition.

AM PEAK HOUR TRIP INTERNAL CAPTURE - PROPOSED USE
INDIAN TRACE CENTER TRAFFIC ANALYSIS



Net External Trips for Multi-Use Development

	Land Use B		Land Use C		Land Use A		Total	
Enter	102		45		47		194	
Exit	64		29		5		98	Internal
Total	166		74		52		292	Capture
Single-Use Trip Gen Estimate	174		80		58		312	6.4%

Source: Bowman based ontTemplates from the ITE Trip Generation Manual, 11th Edition.

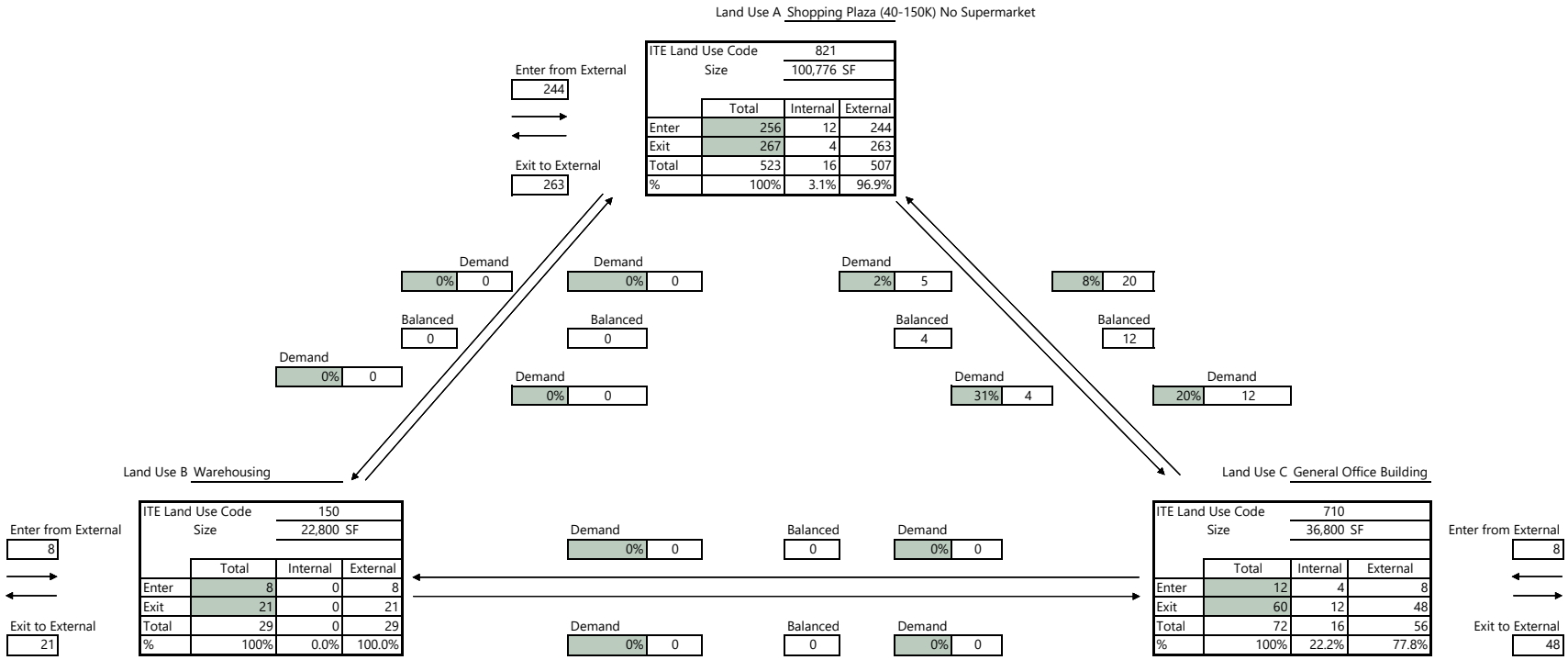
PM PEAK HOUR TRIP GENERATION ANALYSIS - APPROVED VERSUS PROPOSED USE
INDIAN TRACE CENTER TRAFFIC ANALYSIS

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE [1]	IN	OUT	TOTAL TRIPS			INTERNAL TRIPS[1]				EXTERNAL TRIPS			PASS-BY[1]		NEW TRIPS		
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL			IN	OUT	TOTAL
APPROVED USE																				
Shopping Plaza (40-150K) No Supermarket	821	100,776 SF	T = 5.19 (X)	49%	51%	256	267	523	12	4	16	3.10%	244	263	507	203	40.00%	145	159	304
Warehousing	150	22,800 SF	T = 0.12 (X)+ 26.48	28%	72%	8	21	29	0	0	0	0.00%	8	21	29	0	0.00%	8	21	29
General Office Building	710	36,800 SF	Ln(T)= 0.83 Ln(X)+ 1.29	17%	83%	12	60	72	4	12	16	22.20%	8	48	56	0	0.00%	8	48	56
SUBTOTAL						**276**	**348**	**624**	**16**	**16**	**32**	**5.1%**	**260**	**332**	**592**	**203**		**161**	**228**	**389**
PROPOSED USE																				
Shopping Plaza (40-150K) No Supermarket	821	100,776 SF	T = 5.19 (X)	49%	51%	256	267	523	15	12	27	5.2%	241	255	496	198	40.00%	144	154	298
General Office Building	710	29,000 SF	Ln(T)= 0.83 Ln(X)+ 1.29	17%	83%	10	49	59	3	10	13	22.0%	7	39	46	0	0.00%	7	39	46
Hotel	310	174 Rooms	T = 0.74 (X) - 27.89	51%	49%	52	49	101	9	5	14	13.9%	43	44	87	0	0.00%	43	44	87
SUBTOTAL						**318**	**365**	**683**	**27**	**27**	**54**	**7.9%**	**291**	**338**	**629**	**198**		**194**	**237**	**431**
NET DIFFERENCE FROM APPROVED USES						**42**	**17**	**59**	**11**	**11**	**22**		**31**	**6**	**37**	**-5**		**33**	**9**	**42**

(1) Source: ITE *Trip Generation Manual,* 11th Edition

Bowman

PM PEAK HOUR TRIP INTERNAL CAPTURE - APPROVED USE
INDIAN TRACE CENTER TRAFFIC ANALYSIS

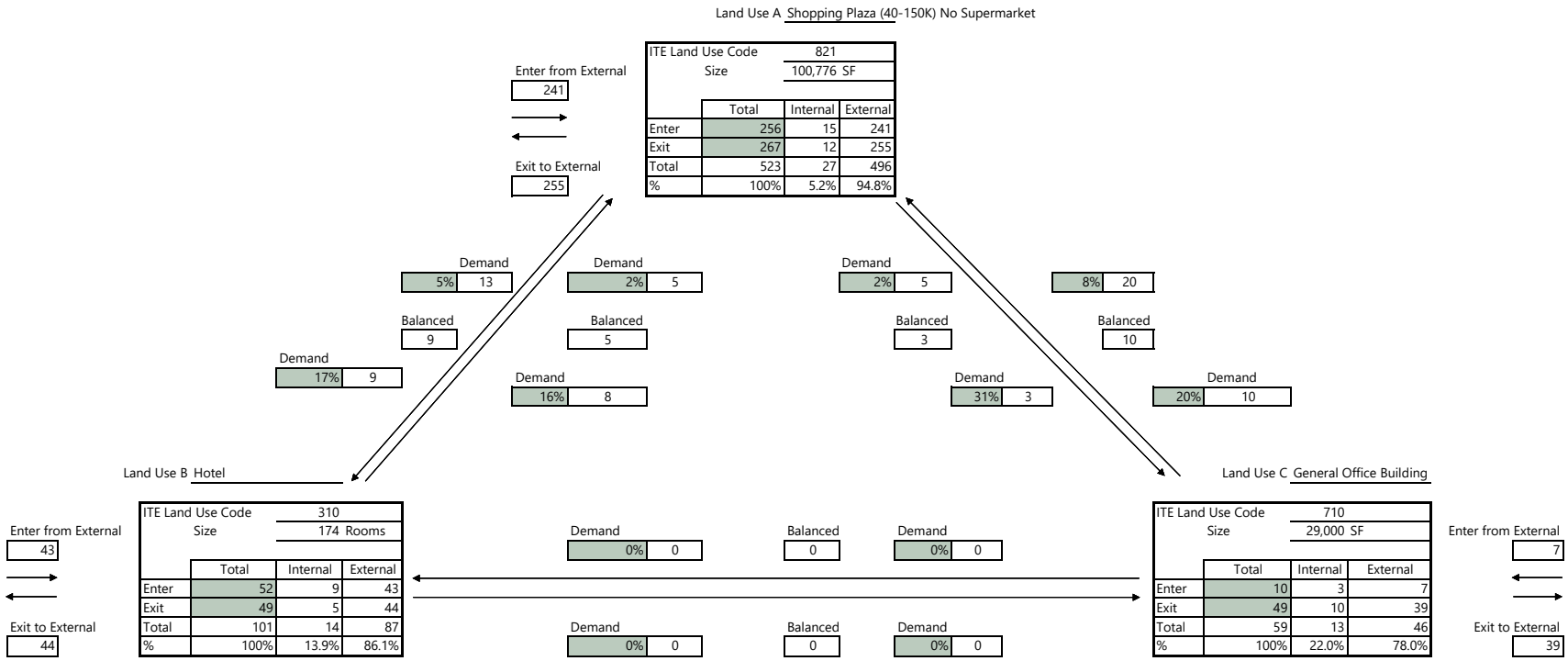


Net External Trips for Multi-Use Development

	Land Use B		Land Use C		Land Use A		Total	
Enter	244		8		8		260	
Exit	263		21		48		332	Internal
Total	507		29		56		592	Capture
Single-Use Trip Gen Estimate	523		29		72		624	5.1%

Source: Bowman based ontTemplates from the ITE Trip Generation Manual, 11th Edition.

PM PEAK HOUR TRIP INTERNAL CAPTURE - PROPOSED USE
INDIAN TRACE CENTER TRAFFIC ANALYSIS



Net External Trips for Multi-Use Development

	Land Use B		Land Use C		Land Use A		Total	
Enter	241		43		7		291	
Exit	255		44		39		338	Internal
Total	496		87		46		629	Capture
Single-Use Trip Gen Estimate	523		101		59		683	7.9%

Source: Bowman based ontTemplates from the ITE Trip Generation Manual, 11th Edition.

Bowman

Attachment G

Intersection Capacity Analysis

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	2	1	53	13	28	3	110	117	33	73	10
Future Volume (vph)	1	2	1	53	13	28	3	110	117	33	73	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		145	140		0	150		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1794	0	1770	1671	0	1770	1719	0	1770	1827	0
Flt Permitted		0.990		0.950			0.950			0.950		
Satd. Flow (perm)	0	1794	0	1770	1671	0	1770	1719	0	1770	1827	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1000			1000			540			1000	
Travel Time (s)		22.7			22.7			12.3			22.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	66	51	0	4	284	0	41	104	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.6%		ICU Level of Service A	
Analysis Period (min) 15			

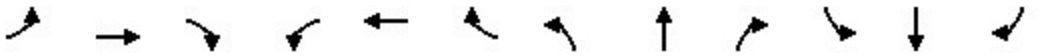
Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	1	53	13	28	3	110	117	33	73	10
Future Vol, veh/h	1	2	1	53	13	28	3	110	117	33	73	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	145	140	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	3	1	66	16	35	4	138	146	41	91	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	333	471	98	393	404	211	104	0	0	284	0	0
Stage 1	180	180	-	218	218	-	-	-	-	-	-	-
Stage 2	153	291	-	175	186	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	620	491	959	566	535	830	1488	-	-	1279	-	-
Stage 1	822	750	-	784	722	-	-	-	-	-	-	-
Stage 2	849	671	-	827	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	556	474	959	543	517	830	1488	-	-	1279	-	-
Mov Cap-2 Maneuver	556	474	-	543	517	-	-	-	-	-	-	-
Stage 1	795	726	-	782	721	-	-	-	-	-	-	-
Stage 2	793	670	-	796	722	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.41	11.69	0.1	2.25
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1488	-	-	566	543	696	1279	-	-
HCM Lane V/C Ratio	0.003	-	-	0.009	0.122	0.074	0.032	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	11.4	12.5	10.6	7.9	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.2	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	605	5	0	658	126	0	0	0	71	0	42
Future Volume (vph)	60	605	5	0	658	126	0	0	0	71	0	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		165	0		160	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1855	1583	0	1863	1583	0	0	0	0	1717	0
Flt Permitted		0.996									0.970	
Satd. Flow (perm)	0	1855	1583	0	1863	1583	0	0	0	0	1717	0
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1000			1000			460			540	
Travel Time (s)		17.0			17.0			10.5			12.3	
Confl. Peds. (#/hr)	1		1	1		1						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	731	5	0	723	138	0	0	0	0	124	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 86.3%		ICU Level of Service E	
Analysis Period (min) 15			

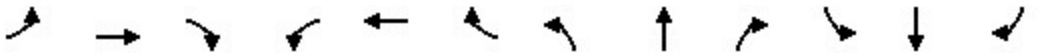
Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	605	5	0	658	126	0	0	0	71	0	42
Future Vol, veh/h	60	605	5	0	658	126	0	0	0	71	0	42
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	165	-	-	160	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	665	5	0	723	138	0	0	0	78	0	46

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	863	0	0	-	-	0	1521	1527	724
Stage 1	-	-	-	-	-	-	724	724	-
Stage 2	-	-	-	-	-	-	797	803	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	780	-	-	0	-	-	131	117	426
Stage 1	-	-	-	0	-	-	480	430	-
Stage 2	-	-	-	0	-	-	444	396	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	779	-	-	-	-	-	113	0	425
Mov Cap-2 Maneuver	-	-	-	-	-	-	113	0	-
Stage 1	-	-	-	-	-	-	415	0	-
Stage 2	-	-	-	-	-	-	443	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.9	0	85.31
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	162	-	-	-	-	155
HCM Lane V/C Ratio	0.085	-	-	-	-	0.801
HCM Ctrl Dly (s/v)	10	0	-	-	-	85.3
HCM Lane LOS	B	A	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	-	5.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	14	2	96	29	42	5	130	154	33	64	11
Future Volume (vph)	6	14	2	96	29	42	5	130	154	33	64	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		145	140		0	150		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1816	0	1770	1699	0	1770	1712	0	1770	1824	0
Flt Permitted		0.986		0.950			0.950			0.950		
Satd. Flow (perm)	0	1816	0	1770	1699	0	1770	1712	0	1770	1824	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1000			1000			540			1000	
Travel Time (s)		22.7			22.7			12.3			22.7	
Confl. Peds. (#/hr)	1					1			2	2		
Confl. Bikes (#/hr)			2			1			2			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	0	108	80	0	6	319	0	37	84	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.8%		ICU Level of Service A	
Analysis Period (min) 15			

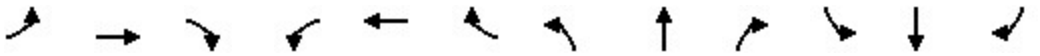
Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	14	2	96	29	42	5	130	154	33	64	11
Future Vol, veh/h	6	14	2	96	29	42	5	130	154	33	64	11
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	145	140	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	16	2	108	33	47	6	146	173	37	72	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	327	485	78	400	404	236	84	0	0	321	0	0
Stage 1	152	152	-	246	246	-	-	-	-	-	-	-
Stage 2	175	332	-	154	158	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	626	482	983	561	535	803	1512	-	-	1239	-	-
Stage 1	850	771	-	758	703	-	-	-	-	-	-	-
Stage 2	827	644	-	848	767	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	534	465	983	522	516	801	1512	-	-	1236	-	-
Mov Cap-2 Maneuver	534	465	-	522	516	-	-	-	-	-	-	-
Stage 1	825	748	-	754	699	-	-	-	-	-	-	-
Stage 2	739	641	-	804	744	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.46	12.66	0.13	2.44
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1512	-	-	507	522	654	1236	-	-
HCM Lane V/C Ratio	0.004	-	-	0.049	0.207	0.122	0.03	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	12.5	13.7	11.3	8	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.8	0.4	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	667	3	0	534	141	0	0	0	68	0	91
Future Volume (vph)	140	667	3	0	534	141	0	0	0	68	0	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		165	0		160	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1846	1583	0	1863	1583	0	0	0	0	1683	0
Flt Permitted		0.991									0.979	
Satd. Flow (perm)	0	1846	1583	0	1863	1583	0	0	0	0	1683	0
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1000			1000			460			540	
Travel Time (s)		17.0			17.0			10.5			12.3	
Confl. Peds. (#/hr)	1					1						
Confl. Bikes (#/hr)						3						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	868	3	0	574	152	0	0	0	0	171	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 90.3%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	14.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	140	667	3	0	534	141	0	0	0	68	0	91
Future Vol, veh/h	140	667	3	0	534	141	0	0	0	68	0	91
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	165	-	-	160	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	151	717	3	0	574	152	0	0	0	73	0	98

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	727	0	0	-	-	0			1593	1597	575
Stage 1	-	-	-	-	-	-			575	575	-
Stage 2	-	-	-	-	-	-			1018	1022	-
Critical Hdwy	4.12	-	-	-	-	-			6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-			3.518	4.018	3.318
Pot Cap-1 Maneuver	876	-	-	0	-	-			118	107	517
Stage 1	-	-	-	0	-	-			563	503	-
Stage 2	-	-	-	0	-	-			349	314	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	876	-	-	-	-	-			84	0	517
Mov Cap-2 Maneuver	-	-	-	-	-	-			84	0	-
Stage 1	-	-	-	-	-	-			401	0	-
Stage 2	-	-	-	-	-	-			348	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.72	0	145.48
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	312	-	-	-	-	161
HCM Lane V/C Ratio	0.172	-	-	-	-	1.062
HCM Ctrl Dly (s/v)	10	0	-	-	-	145.5
HCM Lane LOS	A	A	-	-	-	F
HCM 95th %tile Q(veh)	0.6	-	-	-	-	8.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	2	1	54	13	29	3	112	119	34	74	10
Future Volume (vph)	1	2	1	54	13	29	3	112	119	34	74	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		145	140		0	150		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1794	0	1770	1669	0	1770	1719	0	1770	1829	0
Flt Permitted		0.990		0.950			0.950			0.950		
Satd. Flow (perm)	0	1794	0	1770	1669	0	1770	1719	0	1770	1829	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1000			1000			540			1000	
Travel Time (s)		22.7			22.7			12.3			22.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	68	52	0	4	289	0	43	106	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.0%		ICU Level of Service A	
Analysis Period (min) 15			

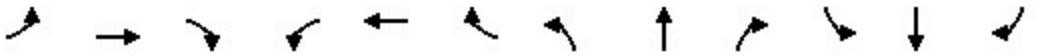
Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	1	54	13	29	3	112	119	34	74	10
Future Vol, veh/h	1	2	1	54	13	29	3	112	119	34	74	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	145	140	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	3	1	68	16	36	4	140	149	43	93	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	339	480	99	401	412	214	105	0	0	289	0	0
Stage 1	184	184	-	222	222	-	-	-	-	-	-	-
Stage 2	156	296	-	179	190	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	615	485	957	560	530	826	1486	-	-	1273	-	-
Stage 1	818	748	-	781	720	-	-	-	-	-	-	-
Stage 2	847	668	-	823	743	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	549	468	957	536	511	826	1486	-	-	1273	-	-
Mov Cap-2 Maneuver	549	468	-	536	511	-	-	-	-	-	-	-
Stage 1	791	723	-	779	718	-	-	-	-	-	-	-
Stage 2	789	666	-	792	718	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.49	11.77	0.1	2.28
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1486	-	-	560	536	693	1273	-	-
HCM Lane V/C Ratio	0.003	-	-	0.009	0.126	0.076	0.033	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	11.5	12.7	10.6	7.9	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.2	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	617	33	15	671	129	0	0	30	72	0	43
Future Volume (vph)	61	617	33	15	671	129	0	0	30	72	0	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		165	120		160	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1000			1000			460			540	
Travel Time (s)		17.0			17.0			10.5			12.3	
Confl. Peds. (#/hr)	1		1	1		1						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	16.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	617	33	15	671	129	0	0	30	72	0	43
Future Vol, veh/h	61	617	33	15	671	129	0	0	30	72	0	43
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	120	-	165	120	-	160	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	678	36	16	737	142	0	0	33	79	0	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	880	0	0	715	0	0	-	-	679	1583	1621	738
Stage 1	-	-	-	-	-	-	-	-	-	771	771	-
Stage 2	-	-	-	-	-	-	-	-	-	812	849	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	768	-	-	885	-	-	0	0	452	88	103	418
Stage 1	-	-	-	-	-	-	0	0	-	393	410	-
Stage 2	-	-	-	-	-	-	0	0	-	373	377	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	767	-	-	884	-	-	-	-	451	~ 73	92	417
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	~ 73	92	-
Stage 1	-	-	-	-	-	-	-	-	-	385	401	-
Stage 2	-	-	-	-	-	-	-	-	-	315	344	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.87	0.17	13.61	227.25
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	451	767	-	-	884	-	-	105
HCM Lane V/C Ratio	0.073	0.087	-	-	0.019	-	-	1.2
HCM Ctrl Dly (s/v)	13.6	10.1	-	-	9.1	-	-	227.3
HCM Lane LOS	B	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0.1	-	-	8.3

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	14	2	98	30	43	5	133	157	34	65	11
Future Volume (vph)	6	14	2	98	30	43	5	133	157	34	65	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		145	140		0	150		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1816	0	1770	1699	0	1770	1712	0	1770	1824	0
Flt Permitted		0.986		0.950			0.950			0.950		
Satd. Flow (perm)	0	1816	0	1770	1699	0	1770	1712	0	1770	1824	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1000			1000			540			1000	
Travel Time (s)		22.7			22.7			12.3			22.7	
Confl. Peds. (#/hr)	1					1			2	2		
Confl. Bikes (#/hr)			2			1			2			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	0	110	82	0	6	325	0	38	85	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.2%		ICU Level of Service A	
Analysis Period (min) 15			

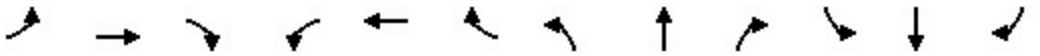
Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	14	2	98	30	43	5	133	157	34	65	11
Future Vol, veh/h	6	14	2	98	30	43	5	133	157	34	65	11
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	145	140	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	16	2	110	34	48	6	149	176	38	73	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	334	495	79	408	413	241	85	0	0	328	0	0
Stage 1	156	156	-	251	251	-	-	-	-	-	-	-
Stage 2	179	339	-	157	162	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	619	476	981	554	530	798	1511	-	-	1232	-	-
Stage 1	847	769	-	753	699	-	-	-	-	-	-	-
Stage 2	823	640	-	845	764	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	525	459	981	514	510	796	1511	-	-	1229	-	-
Mov Cap-2 Maneuver	525	459	-	514	510	-	-	-	-	-	-	-
Stage 1	820	745	-	749	695	-	-	-	-	-	-	-
Stage 2	732	636	-	800	740	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.57	12.82	0.13	2.48
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1511	-	-	500	514	647	1229	-	-
HCM Lane V/C Ratio	0.004	-	-	0.049	0.214	0.127	0.031	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	12.6	13.9	11.4	8	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.8	0.4	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	680	34	16	545	144	0	0	46	69	0	93
Future Volume (vph)	143	680	34	16	545	144	0	0	46	69	0	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		165	120		160	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1000			1000			460			540	
Travel Time (s)		17.0			17.0			10.5			12.3	
Confl. Peds. (#/hr)	1					1						
Confl. Bikes (#/hr)						3						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	33.5

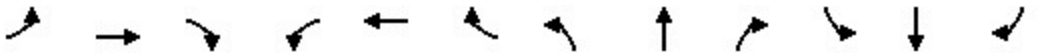
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	143	680	34	16	545	144	0	0	46	69	0	93
Future Vol, veh/h	143	680	34	16	545	144	0	0	46	69	0	93
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	120	-	165	120	-	160	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	154	731	37	17	586	155	0	0	49	74	0	100

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	742	0	0	768	0	0	-	-	731	1660	1697	587
Stage 1	-	-	-	-	-	-	-	-	-	621	621	-
Stage 2	-	-	-	-	-	-	-	-	-	1039	1075	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	865	-	-	846	-	-	0	0	422	78	92	510
Stage 1	-	-	-	-	-	-	0	0	-	475	479	-
Stage 2	-	-	-	-	-	-	0	0	-	279	296	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	864	-	-	846	-	-	-	-	422	~ 55	74	509
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	~ 55	74	-
Stage 1	-	-	-	-	-	-	-	-	-	465	469	-
Stage 2	-	-	-	-	-	-	-	-	-	202	243	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.68	0.21	14.67	$ 351.65
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	422	864	-	-	846	-	-	113
HCM Lane V/C Ratio	0.117	0.178	-	-	0.02	-	-	1.543
HCM Ctrl Dly (s/v)	14.7	10.1	-	-	9.3	-	-	$ 351.7
HCM Lane LOS	B	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.4	0.6	-	-	0.1	-	-	12.8

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	2	1	74	13	38	3	112	151	41	75	10
Future Volume (vph)	1	2	1	74	13	38	3	112	151	41	75	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		145	140		0	150		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1794	0	1770	1652	0	1770	1703	0	1770	1829	0
Flt Permitted		0.990		0.950			0.950			0.950		
Satd. Flow (perm)	0	1794	0	1770	1652	0	1770	1703	0	1770	1829	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1000			1000			540			1000	
Travel Time (s)		22.7			22.7			12.3			22.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	93	64	0	4	329	0	51	107	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.2%		ICU Level of Service A	
Analysis Period (min) 15			

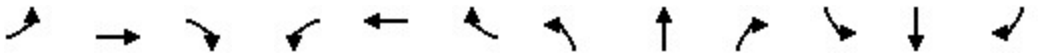
Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	1	74	13	38	3	112	151	41	75	10
Future Vol, veh/h	1	2	1	74	13	38	3	112	151	41	75	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	145	140	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	3	1	93	16	48	4	140	189	51	94	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	358	539	100	439	451	234	106	0	0	329	0	0
Stage 1	203	203	-	242	242	-	-	-	-	-	-	-
Stage 2	156	336	-	198	209	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	597	449	956	528	504	805	1485	-	-	1231	-	-
Stage 1	799	734	-	762	706	-	-	-	-	-	-	-
Stage 2	847	642	-	804	729	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	520	430	956	501	482	805	1485	-	-	1231	-	-
Mov Cap-2 Maneuver	520	430	-	501	482	-	-	-	-	-	-	-
Stage 1	766	703	-	760	704	-	-	-	-	-	-	-
Stage 2	776	640	-	767	699	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.93	12.57	0.08	2.62
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1485	-	-	525	501	687	1231	-	-
HCM Lane V/C Ratio	0.003	-	-	0.01	0.185	0.093	0.042	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	11.9	13.8	10.8	8.1	-	-
HCM Lane LOS	A	-	-	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0.3	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	617	33	15	671	137	0	0	30	77	0	59
Future Volume (vph)	85	617	33	15	671	137	0	0	30	77	0	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		165	120		160	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1000			1000			460			540	
Travel Time (s)		17.0			17.0			10.5			12.3	
Confl. Peds. (#/hr)	1		1	1		1						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	27.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	85	617	33	15	671	137	0	0	30	77	0	59
Future Vol, veh/h	85	617	33	15	671	137	0	0	30	77	0	59
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	120	-	165	120	-	160	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	93	678	36	16	737	151	0	0	33	85	0	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	889	0	0	715	0	0	-	-	679	1636	1673	738
Stage 1	-	-	-	-	-	-	-	-	-	771	771	-
Stage 2	-	-	-	-	-	-	-	-	-	865	902	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	762	-	-	885	-	-	0	0	452	~ 81	96	418
Stage 1	-	-	-	-	-	-	0	0	-	393	410	-
Stage 2	-	-	-	-	-	-	0	0	-	348	356	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	761	-	-	884	-	-	-	-	451	~ 64	82	417
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	~ 64	82	-
Stage 1	-	-	-	-	-	-	-	-	-	385	401	-
Stage 2	-	-	-	-	-	-	-	-	-	283	312	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.2	0.17	13.61	$ 332.9
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	451	761	-	-	884	-	-	102
HCM Lane V/C Ratio	0.073	0.123	-	-	0.019	-	-	1.472
HCM Ctrl Dly (s/v)	13.6	10.4	-	-	9.1	-	-	$ 332.9
HCM Lane LOS	B	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.2	0.4	-	-	0.1	-	-	11.1

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	14	2	123	30	53	5	134	189	40	67	11
Future Volume (vph)	6	14	2	123	30	53	5	134	189	40	67	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		145	140		0	150		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1816	0	1770	1684	0	1770	1699	0	1770	1824	0
Flt Permitted		0.986		0.950			0.950			0.950		
Satd. Flow (perm)	0	1816	0	1770	1684	0	1770	1699	0	1770	1824	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1000			1000			540			1000	
Travel Time (s)		22.7			22.7			12.3			22.7	
Confl. Peds. (#/hr)	1					1			2	2		
Confl. Bikes (#/hr)			2			1			2			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	0	138	94	0	6	363	0	45	87	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.6%		ICU Level of Service A	
Analysis Period (min) 15			

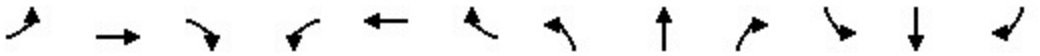
Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	14	2	123	30	53	5	134	189	40	67	11
Future Vol, veh/h	6	14	2	123	30	53	5	134	189	40	67	11
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	145	140	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	16	2	138	34	60	6	151	212	45	75	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	351	548	81	443	448	260	88	0	0	365	0	0
Stage 1	171	171	-	270	270	-	-	-	-	-	-	-
Stage 2	180	376	-	173	178	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	604	444	978	525	506	779	1508	-	-	1194	-	-
Stage 1	831	757	-	736	686	-	-	-	-	-	-	-
Stage 2	822	616	-	829	752	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	498	425	978	483	484	777	1508	-	-	1191	-	-
Mov Cap-2 Maneuver	498	425	-	483	484	-	-	-	-	-	-	-
Stage 1	799	728	-	732	682	-	-	-	-	-	-	-
Stage 2	718	613	-	779	724	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.12	13.88	0.11	2.76
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1508	-	-	468	483	638	1191	-	-
HCM Lane V/C Ratio	0.004	-	-	0.053	0.286	0.146	0.038	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	13.1	15.4	11.6	8.1	-	-
HCM Lane LOS	A	-	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.2	0.5	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	168	680	34	16	545	152	0	0	46	75	0	114
Future Volume (vph)	168	680	34	16	545	152	0	0	46	75	0	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		165	120		160	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1000			1000			460			540	
Travel Time (s)		17.0			17.0			10.5			12.3	
Confl. Peds. (#/hr)	1					1						
Confl. Bikes (#/hr)						3						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	53.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	168	680	34	16	545	152	0	0	46	75	0	114
Future Vol, veh/h	168	680	34	16	545	152	0	0	46	75	0	114
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	120	-	165	120	-	160	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	181	731	37	17	586	163	0	0	49	81	0	123

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	750	0	0	768	0	0	-	-	731	1714	1750	587
Stage 1	-	-	-	-	-	-	-	-	-	621	621	-
Stage 2	-	-	-	-	-	-	-	-	-	1092	1129	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	859	-	-	846	-	-	0	0	422	~ 71	86	510
Stage 1	-	-	-	-	-	-	0	0	-	475	479	-
Stage 2	-	-	-	-	-	-	0	0	-	260	279	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	858	-	-	846	-	-	-	-	422	~ 48	66	509
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	~ 48	66	-
Stage 1	-	-	-	-	-	-	-	-	-	465	469	-
Stage 2	-	-	-	-	-	-	-	-	-	181	220	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.96	0.21	14.67	$ 507.04
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	422	858	-	-	846	-	-	107
HCM Lane V/C Ratio	0.117	0.211	-	-	0.02	-	-	1.904
HCM Ctrl Dly (s/v)	14.7	10.3	-	-	9.3	-	-	$ 507
HCM Lane LOS	B	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.4	0.8	-	-	0.1	-	-	16.6

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Bowman

Attachment H

Speed Data

Prepared by Nationwide Traffic Data

SPEED

Indian Trace/SW 14 St E/O SW 160th Ave

Day: Tuesday
Date: 8/26/2025

City: Weston
Project #: FL25_570092_001e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	3	3	3	7	3	0	0	0	0	0	0	0	19
1:00	0	2	3	1	5	1	0	0	0	0	0	0	0	12
2:00	1	0	4	1	1	1	0	0	0	0	0	0	0	8
3:00	2	0	4	1	1	1	1	0	0	0	0	0	0	10
4:00	0	0	1	2	5	4	4	0	0	0	0	0	0	16
5:00	1	3	3	2	10	27	8	4	4	0	0	0	0	62
6:00	5	12	13	9	59	58	32	5	2	0	0	0	0	195
7:00	17	40	69	97	143	143	39	4	0	1	0	0	0	553
8:00	5	9	11	56	207	150	43	7	1	0	0	0	0	489
9:00	6	7	9	28	130	118	65	3	2	0	0	0	0	368
10:00	2	5	6	17	109	115	57	12	0	0	0	0	0	323
11:00	2	7	7	38	102	116	49	12	0	1	0	0	0	334
12:00 PM	6	10	8	38	140	160	67	6	1	1	0	0	0	437
13:00	4	4	18	37	139	142	64	12	1	0	0	0	0	421
14:00	8	19	36	82	192	167	73	12	2	1	0	0	0	592
15:00	9	14	16	82	223	172	56	6	0	0	0	0	0	578
16:00	36	41	61	129	201	128	52	5	0	0	0	0	0	653
17:00	22	21	66	154	240	165	36	9	0	0	0	0	0	713
18:00	11	24	24	88	170	183	61	6	0	0	0	0	0	567
19:00	3	8	26	55	127	149	51	6	1	0	0	0	0	426
20:00	9	32	79	84	32	5	0	0	0	1	0	0	0	242
21:00	2	1	37	83	31	7	1	0	0	0	0	0	0	162
22:00	1	2	12	38	34	10	3	1	0	0	0	0	0	101
23:00	1	1	5	20	11	6	1	0	0	0	0	0	0	45
Totals	**153**	**265**	**521**	**1145**	**2319**	**2031**	**763**	**110**	**14**	**5**				**7326**
% of Totals	2%	4%	7%	16%	32%	28%	10%	2%	0%	0%				100%

AM Volumes	41	88	133	255	779	737	298	47	9	2	0	0	0	2389
% AM	1%	1%	2%	3%	11%	10%	4%	1%	0%	0%				33%
AM Peak Hour	7:00	7:00	7:00	7:00	8:00	8:00	9:00	10:00	5:00	7:00				7:00
Volume	17	40	69	97	207	150	65	12	4	1				553
PM Volumes	112	177	388	890	1540	1294	465	63	5	3	0	0	0	4937
% PM	2%	2%	5%	12%	21%	18%	6%	1%	0%	0%				67%
PM Peak Hour	16:00	16:00	20:00	17:00	17:00	18:00	14:00	13:00	14:00	12:00				17:00
Volume	36	41	79	154	240	183	73	12	2	1				713

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1042	⟷	14%	858	⟷	12%	1366	⟷	19%	4060	⟷	55%

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
East Bound	25	33	32	39	42	7326
West Bound	26	33	32	38	42	7646

Direction	Pace				
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
East Bound	29 - 38 mph	4350	59.38%	5	0.07%
West Bound	30 - 39 mph	5096	66.66%	6	0.08%

Prepared by Nationwide Traffic Data

SPEED

Indian Trace/SW 14 St E/O SW 160th Ave

Day: Tuesday
Date: 8/26/2025

City: Weston
Project #: FL25_570092_001w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	12	9	2	3	1	0	0	0	0	0	0	0	0	**27**
1:00	4	2	0	1	0	0	0	0	0	0	0	0	0	**7**
2:00	4	2	2	0	0	0	0	0	0	0	0	0	0	**8**
3:00	6	1	0	1	4	0	0	1	0	0	0	0	0	**13**
4:00	0	0	0	0	3	12	7	2	1	0	0	0	0	**25**
5:00	3	0	0	3	22	25	16	7	2	1	0	0	0	**79**
6:00	2	3	4	14	83	66	23	7	2	0	0	0	0	**204**
7:00	6	9	14	120	316	187	41	7	2	0	0	0	0	**702**
8:00	3	14	6	59	233	259	47	8	3	0	0	0	0	**632**
9:00	6	8	9	50	162	130	37	9	1	0	0	0	0	**412**
10:00	5	8	8	67	150	120	30	10	3	1	0	0	0	**402**
11:00	4	8	9	37	147	119	33	8	2	0	0	0	0	**367**
12:00 PM	12	10	8	53	212	154	30	2	2	1	0	0	0	**484**
13:00	6	12	4	48	204	185	40	3	3	0	0	0	0	**505**
14:00	12	9	6	64	181	160	28	11	3	1	0	0	0	**475**
15:00	6	9	5	39	217	198	65	11	1	0	0	0	0	**551**
16:00	17	23	9	51	205	230	48	12	1	1	0	0	0	**597**
17:00	16	14	8	54	242	235	50	9	2	1	0	0	0	**631**
18:00	12	11	11	54	188	154	60	19	1	0	0	0	0	**510**
19:00	24	15	6	30	158	124	39	8	0	0	0	0	0	**404**
20:00	41	149	89	8	4	1	0	0	0	0	0	0	0	**292**
21:00	21	82	72	12	0	1	0	0	0	0	0	0	0	**188**
22:00	26	34	20	6	4	0	0	0	0	0	0	0	0	**90**
23:00	21	13	7	0	0	0	0	0	0	0	0	0	0	**41**
Totals	**269**	**445**	**299**	**774**	**2736**	**2360**	**594**	**134**	**29**	**6**				**7646**
% of Totals	4%	6%	4%	10%	36%	31%	8%	2%	0%	0%				100%

AM Volumes	55	64	54	355	1121	918	234	59	16	2	0	0	0	2878
% AM	1%	1%	1%	5%	15%	12%	3%	1%	0%	0%				38%
AM Peak Hour		8:00	7:00	7:00	7:00	8:00	8:00	10:00	8:00	5:00				7:00
Volume	12	14	14	120	316	259	47	10	3	1				702
PM Volumes	214	381	245	419	1615	1442	360	75	13	4	0	0	0	4768
% PM	3%	5%	3%	5%	21%	19%	5%	1%	0%	0%				62%
PM Peak Hour	20:00	20:00	20:00	14:00	17:00	17:00	15:00	18:00	13:00	12:00				17:00
Volume	41	149	89	64	242	235	65	19	3	1				631

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1334	⟷	17%	989	⟷	13%	1228	⟷	16%	4095	⟷	54%

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
East Bound	25	33	32	39	42	7326
West Bound	26	33	32	38	42	7646

Direction	Pace				
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
East Bound	29 - 38 mph	4350	59.38%	5	0.07%
West Bound	30 - 39 mph	5096	66.66%	6	0.08%

Prepared by Nationwide Traffic Data

SPEED

Indian Trace/SW 14 St E/O SW 160th Ave

Day: Wednesday
Date: 8/27/2025

City: Weston
Project #: FL25_570092_001e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	1	2	6	12	3	4	0	1	0	0	0	0	0	29
1:00	0	0	0	0	3	6	4	2	0	0	0	0	0	15
2:00	0	0	0	0	2	3	2	1	0	0	0	0	0	8
3:00	0	0	0	1	1	5	3	2	0	0	0	0	0	12
4:00	0	0	0	3	2	4	6	0	0	0	0	0	0	15
5:00	0	1	3	3	17	22	16	2	1	0	0	0	0	65
6:00	1	7	12	17	70	64	28	4	2	0	0	0	0	205
7:00	33	45	73	110	184	100	31	6	0	0	0	0	0	582
8:00	2	11	15	61	170	152	38	6	1	0	0	0	0	456
9:00	2	10	29	67	156	104	38	4	2	0	0	0	0	412
10:00	3	5	12	43	137	117	42	2	1	0	0	0	0	362
11:00	2	5	15	56	127	122	54	3	2	0	0	0	0	386
12:00 PM	3	5	6	49	149	125	53	8	0	1	0	0	0	399
13:00	2	16	22	53	150	168	58	4	3	0	0	0	0	476
14:00	10	14	31	89	192	169	62	10	5	1	0	0	0	583
15:00	5	18	40	106	214	161	41	9	2	0	0	0	0	596
16:00	14	21	39	124	237	151	50	7	0	0	0	0	0	643
17:00	15	72	182	206	116	28	9	1	0	0	0	0	0	629
18:00	11	25	39	154	187	127	48	7	0	0	0	0	0	598
19:00	0	9	24	75	188	154	39	5	3	0	0	0	0	497
20:00	0	5	23	40	110	106	34	2	2	0	0	0	0	322
21:00	0	0	2	21	62	91	24	6	0	0	0	0	0	206
22:00	0	1	3	11	39	56	17	6	1	0	0	0	0	134
23:00	0	0	1	3	14	14	8	6	2	1	0	0	0	49
Totals	**104**	**272**	**577**	**1304**	**2530**	**2053**	**705**	**104**	**27**	**3**				**7679**
% of Totals	1%	4%	8%	17%	33%	27%	9%	1%	0%	0%				100%

AM Volumes	44	86	165	373	872	703	262	33	9	0	0	0	0	2547
% AM	1%	1%	2%	5%	11%	9%	3%	0%	0%					33%
AM Peak Hour	7:00	7:00	7:00	7:00	7:00	8:00	11:00	7:00	6:00					7:00
Volume	33	45	73	110	184	152	54	6	2					582
PM Volumes	60	186	412	931	1658	1350	443	71	18	3	0	0	0	5132
% PM	1%	2%	5%	12%	22%	18%	6%	1%	0%	0%				67%
PM Peak Hour	17:00	17:00	17:00	17:00	16:00	14:00	14:00	14:00	14:00	12:00				16:00
Volume	15	72	182	206	237	169	62	10	5	1				643

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1038	⟷	14%	875	⟷	11%	1272	⟷	17%	4494	⟷	59%

Direction	Percentiles					
	15th	50th	Average	85th	95th	ADT
East Bound	26	33	32	39	41	7679
West Bound	30	35	35	40	44	7892

Direction	Pace				
	10mph Pace	# in Pace	% in Pace	Number of Vehicles >= 55 MPH	% of Vehicles >= 55 MPH
East Bound	29 - 38 mph	4628	60.27%	3	0.04%
West Bound	31 - 40 mph	5480	69.44%	14	0.18%

Prepared by Nationwide Traffic Data

SPEED

Indian Trace/SW 14 St E/O SW 160th Ave

Day: Wednesday
Date: 8/27/2025

City: Weston
Project #: FL25_570092_001w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	19	2	5	1	1	0	0	0	0	0	0	0	0	**28**
1:00	0	0	1	2	6	0	0	0	0	0	0	0	0	**9**
2:00	0	0	0	0	6	5	2	1	0	0	0	0	0	**14**
3:00	0	0	0	1	3	2	2	0	1	1	0	0	0	**10**
4:00	1	0	0	0	3	7	4	5	3	0	0	0	0	**23**
5:00	2	1	0	9	14	24	22	6	4	3	0	0	0	**85**
6:00	5	4	0	7	51	81	41	15	4	2	0	0	0	**210**
7:00	3	1	2	45	232	316	86	11	1	0	0	0	0	**697**
8:00	2	4	18	62	198	245	63	12	2	1	0	0	0	**607**
9:00	4	3	1	29	152	205	70	12	5	1	0	0	0	**482**
10:00	2	11	0	33	120	194	69	17	1	1	0	0	0	**448**
11:00	5	8	9	16	111	178	60	14	3	1	0	0	0	**405**
12:00 PM	3	13	2	24	125	209	67	21	4	0	0	0	0	**468**
13:00	0	9	1	21	128	213	84	19	2	2	0	0	0	**479**
14:00	0	9	1	21	129	209	78	31	3	0	0	0	0	**481**
15:00	3	17	11	29	166	256	98	25	3	1	0	0	0	**609**
16:00	3	19	5	11	143	275	94	15	4	0	0	0	0	**569**
17:00	18	46	75	163	184	119	21	3	1	0	0	0	0	**630**
18:00	8	26	16	58	195	207	55	7	6	0	0	0	0	**578**
19:00	2	19	4	31	118	181	51	9	4	0	0	0	0	**419**
20:00	3	13	3	32	103	115	20	3	2	0	0	0	0	**294**
21:00	1	5	1	22	93	57	22	6	0	1	0	0	0	**208**
22:00	2	3	1	8	18	35	13	2	1	0	0	0	0	**83**
23:00	1	1	2	2	16	20	12	1	1	0	0	0	0	**56**
Totals	**87**	**214**	**158**	**627**	**2315**	**3153**	**1034**	**235**	**55**	**14**				**7892**
% of Totals	1%	3%	2%	8%	29%	40%	13%	3%	1%	0%				100%

AM Volumes	43	34	36	205	897	1257	419	93	24	10	0	0	0	3018
% AM	1%	0%	0%	3%	11%	16%	5%	1%	0%	0%				38%
AM Peak Hour		10:00	8:00	8:00	7:00	7:00	7:00	10:00	9:00	5:00				7:00
Volume	19	11	18	62	232	316	86	17	5	3				697
PM Volumes	44	180	122	422	1418	1896	615	142	31	4	0	0	0	4874
% PM	1%	2%	2%	5%	18%	24%	8%	2%	0%	0%				62%
PM Peak Hour	17:00	17:00	17:00	17:00	18:00	16:00	15:00	14:00	18:00	13:00				17:00
Volume	18	46	75	163	195	275	98	31	6	2				630

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	1304	⟷	17%	947	⟷	12%	1199	⟷	15%	4442	⟷	56%

Direction	Percentiles					
	15th	**50th**	**Average**	**85th**	**95th**	**ADT**
East Bound	26	33	32	39	41	7679
West Bound	30	35	35	40	44	7892

Direction	Pace				
	10mph Pace	**# in Pace**	**% in Pace**	**Number of Vehicles >= 55 MPH**	**% of Vehicles >= 55 MPH**
East Bound	29 - 38 mph	4628	60.27%	3	0.04%
West Bound	31 - 40 mph	5480	69.44%	14	0.18%

NOTICE OF PUBLIC HEARINGS

The City has received an application for approval to **Rezone** property that is near your home or business in order to develop a residential development. The proposed development is generally located on the northeast corner of SW 160 Avenue and SW 14 Street (Indian Trace), Sunrise, Florida as shown on the attached map. The applicant has requested to change the zoning of the property from B-2 (Community Business District) to Planned Development District (PDD). You are receiving this notice because you own property within 500 feet of this location. City staff has determined that this application meets all applicable code requirements. Therefore, it will be placed on the Local Planning Agency agenda and the City Commission quasi-judicial hearing agenda for further action. **The following hearings will occur in the Sunrise City Hall Commission Chambers at 10770 W. Oakland Park Boulevard, 1st Floor - Sunrise, FL 33351:**

Local Planning Agency	Tuesday, 01/13/26 at 4:45 p.m.	Public Hearing
City Commission Meeting	Tuesday, 01/13/26 at 5:00 p.m.	1st reading of ordinance at quasi-judicial hearing
City Commission Meeting	Tuesday, 01/27/26 at 5:00 p.m.	2nd reading of ordinance at quasi-judicial hearing

This application is on file in the Community Development Department of the City of Sunrise, 10770 W. Oakland Park Boulevard, 2nd Floor - Sunrise, FL, and may be viewed by any interested person Monday through Friday (excluding City holidays) between 9:00 a.m. and 4:30 p.m. or requested via AskZoning@sunrisefl.gov.

The Local Planning Agency and the City Commission will be meeting in-person; however, the public may attend and participate in the meetings in-person or via telephone by using Vast Conference Calling as early as fifteen (15) minutes before the start time utilizing the details below:

a. Dial in number: (954) 395-2401
b. Access Code: 368262

Attendees can press 5* on their phone keypad to comment during public hearings or during the open discussion. Attendees will be called upon to speak, one at a time, by the meeting organizer. For technical difficulties, please call (954) 578-4792.

You may be an "Affected Party," which is someone who will suffer an adverse effect to a legally recognizable interest if the City's Comprehensive Plan requirements and Land Development Regulations are not properly applied, as set forth in Section 16-277 of the City's Code of Ordinances. **If you want to attend the quasi-judicial hearings as an Affected Party, you must file a written notice of appearance with the Community Development Department by 4:30 p.m. on the last business day before the hearing. Affected Parties must attend the meeting in person to participate.** The notice of appearance shall state with particularity the Comprehensive Plan requirement or Land Development Regulation the person asserting affected party status contends is not being properly applied and the nature of the affected party's legally recognizable interest that may be affected by the City's approval of the land development application. Forms are available online at www.sunrisefl.gov in the Community Development Document Library.

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 based. See section 286.0105, Florida Statutes.

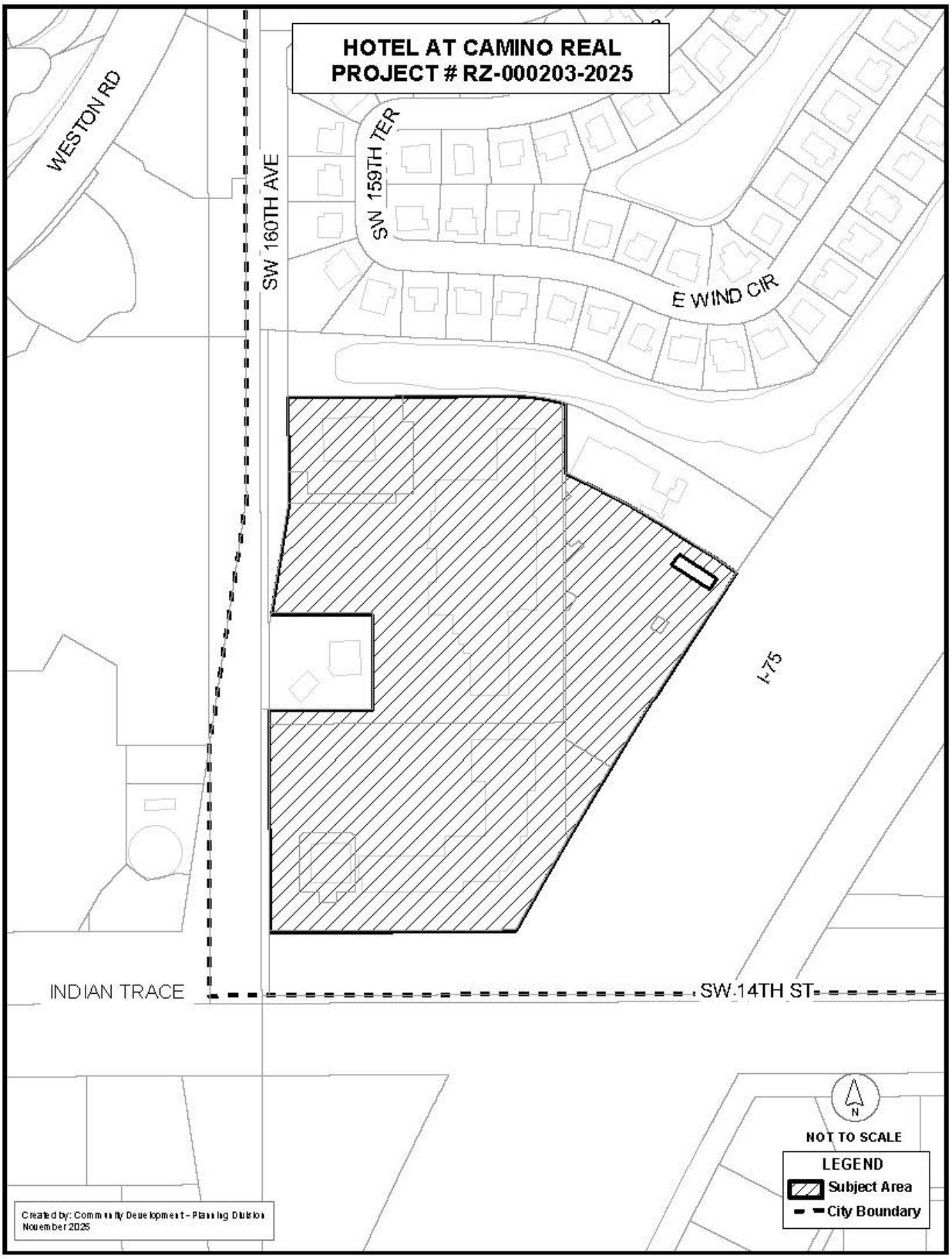
The City does not tolerate discrimination in any of its programs, services or activities; and will not exclude participation in, deny the benefits of, or subject to discrimination anyone on the grounds of real or perceived race, color, national origin, sex, gender identity, sexual orientation, age, disability/handicap, religion, family or income status.

In compliance with the ADA and Fla. Stat. § 286.26, any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the City's ADA Coordinator at least 48 hours in advance of the scheduled meeting. Requests can be directed via e-mail to hr@sunrisefl.gov or via telephone to (954) 838-4522; Florida Relay: 711; Florida Relay (TIY/VCO): 1-800-955-8771; Florida Relay (Voice): 1-800-955-8770. Every reasonable effort will be made to allow for meeting participation.

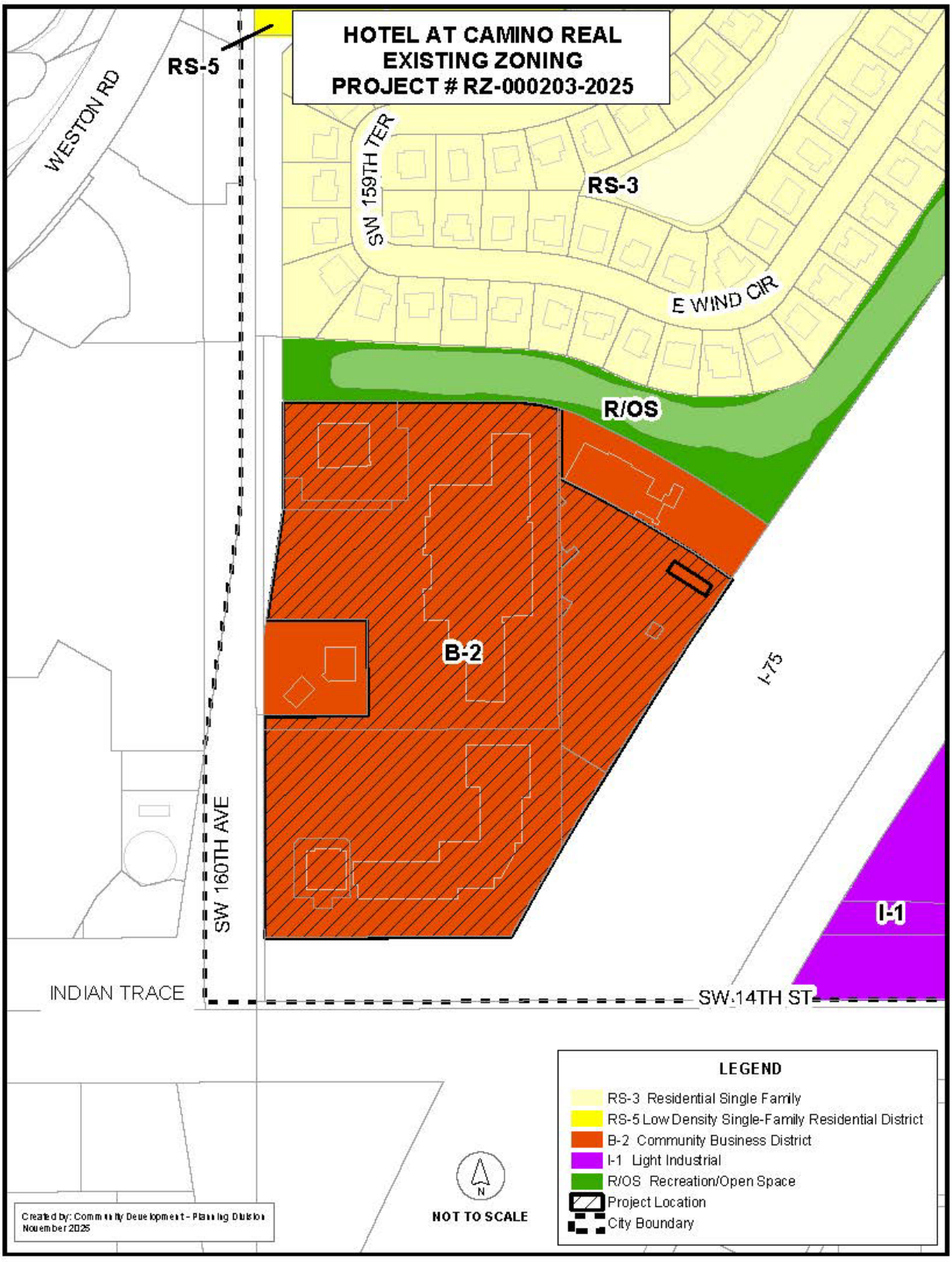
If you have any questions about this notice, then please contact City staff in the Planning Division at (954) 746-3281 or e-mail AskZoning@sunrisefl.gov.

Notification Date: December 29, 2025

Location Map



Existing Zoning Map



CITY OF SUNRISE
NOTICE OF PROPOSED ZONING CHANGE

The City of Sunrise proposes to adopt by ordinance the following amendment to the City's Zoning Map:

AN ORDINANCE OF THE CITY OF SUNRISE, FLORIDA, APPROVING A REZONING FROM COMMUNITY BUSINESS DISTRICT (B-2) TO PLANNED DEVELOPMENT DISTRICT (PDD) OF APPROXIMATELY FIFTEEN (15) ACRES OF LAND GENERALLY LOCATED AT THE NORTHEAST CORNER OF SW 160 AVENUE AND SW 14 STREET (INDIAN TRACE), WITHIN THE CITY OF SUNRISE, BROWARD COUNTY, FLORIDA; AMENDING THE ZONING DISTRICT MAP TO REFLECT THE REZONING; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

Weston Hotel Management 18 LLC has applied to the City to rezone the property. The proposed rezoning is generally on the northeast corner of SW 160 Avenue and SW 14 Street (Indian Trace), in Sunrise, Florida, as shown on the attached map.



The Applicant has requested to change the zoning of the property from Community Business District (B-2) to Planned Development District (PDD). The application is on file in the Community Development Department, 10770 W. Oakland Park Boulevard, 2nd Floor - Sunrise, Florida 33351, and may be viewed between the hours of 9:00 a.m. and 4:30 p.m., Monday through Friday (excluding City holidays). City Staff has determined that this application meets all applicable code requirements. Therefore, it will be placed on the quasi-judicial hearing agenda for City Commission action. **The following hearings will occur in the Sunrise City Hall Commission Chambers at 10770 West Oakland Park Boulevard, 1st Floor - Sunrise, FL 33351:**

Local Planning Agency	Tuesday, 01/13/2026 at 4:45 p.m.	Public Hearing
City Commission	Tuesday, 01/13/2026 at 5:00 p.m.	1st reading of ordinance
City Commission	Tuesday, 01/27/2026 at 5:00 p.m.	2nd reading of ordinance

The City Commission and the Local Planning Agency will be meeting in-person. The public may attend and participate in the meetings in person or via telephone by using Vast Conference Calling as early as fifteen (15) minutes before the start time utilizing the details below:

a. Dial in number: (954) 395-2401
b. Access Code: 368262

Attendees can press 5* on their phone keypad to make a comment during the public hearing or during the open discussion. Attendees will be called upon to speak, one at a time, by the meeting organizer. For technical difficulties, please call (954) 578-4792.

You may be an "Affected Party", which is someone who will suffer an adverse effect to a legally recognizable interest if the City's Comprehensive Plan requirements and Land Development Regulations are not properly applied as set forth in Section 16-277 of the City's Code of Ordinances. **If you want to attend the quasi-judicial hearing as an Affected Party, you must file a written notice of appearance with the Community Development Department by 4:30 p.m. on the last business day before the hearing. Affected Parties must attend the meeting in person to participate.** The notice of appearance shall state with particularity the Comprehensive Plan requirement or Land Development Regulation the person asserting affected party status contends is not being properly applied and the nature of the affected party's legally recognizable interest that may be affected by the City's approval of the land development application. Forms are available online at www.sunrisefl.gov (in the Community Development Document Library).

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 based F.S.S. 286.0105.

If you plan to distribute written documents at the meeting, you must provide 10 copies to the City Clerk prior to the start of the meeting.

The City does not tolerate discrimination in any of its programs, services or activities; and will not exclude participation in, deny the benefits of, or subject to discrimination anyone on the grounds of real or perceived race, color, national origin, sex, gender identity, sexual orientation, age, disability/handicap, religion, family or income status.

In compliance with the ADA and F.S.S. 286.26, any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting, should contact the City's ADA Coordinator at least 48 hours in advance of the scheduled meeting. Requests can be directed via e-mail to hr@sunrisefl.gov or via telephone to (954) 838-4522; Florida Relay: 711; Florida Relay (TIY/VCO): 1-800-955-8771; Florida Relay (Voice): 1-800-955-8770. Every reasonable effort will be made to allow for meeting participation.

AD RZ-011326-Hotel at Camino Real Rezoning
TPCSSA7913253-1

Bowman

February 24, 2026

Daniel Masveyraud – Principal
H&M Development, LLC.
20200 West Dixie Hwy. Suite 1206
Aventura, FL 33180

RE: Indian Trace Center Traffic Analysis
Project No. 314281-01-001

Dear Mr. Masveyraud:

Bowman Consulting Group, Ltd. (Bowman) has completed an additional traffic analysis for the redevelopment of the Indian Trace Center, located at the northeast corner of Indian Trace/SW 14 Street and SW 160 Avenue, in the City of Sunrise, Florida. The site currently includes 100,776 square feet of commercial and 29,000 square feet of office, as well as a vacant parcel that is approved for 22,800 square feet of warehouse and 7,800 square feet of office. The vacant parcel will be developed to include a 174-room hotel. The purpose of the study is to determine the impacts to intersections north of the site (SW 160 Avenue at S New River Circle and Weston Road at S New River Circle) assuming all traffic enters and exists the site to/from the north. **Figure 1** graphically depicts the study intersections.

Figure 1 Study Intersection



2090 Palm Beach Lakes Boulevard, Suite 400, West Palm Beach, FL 33409
P: 561.840.8650
bowman.com

Bowman

Existing Conditions

Weston Road is a four-lane, two-way roadway with a posted speed limit of 45 Miles Per Hour (MPH). Raised median exists along this roadway. Sidewalk exists on the east side of the roadway. Street lighting exists on both sides of the roadway, south of S New River Circle and on the west side, north of S New River Circle. Bicycle lanes exist along the northbound and southbound travel lanes. Bus stops serving Broward County Transit (BCT) Route #23 exist along this roadway.

S New River Circle is a two-lane, two-way road with no posted speed limit. Sidewalk exists on both sides of the roadway. Street lighting exists on the south side of the roadway.

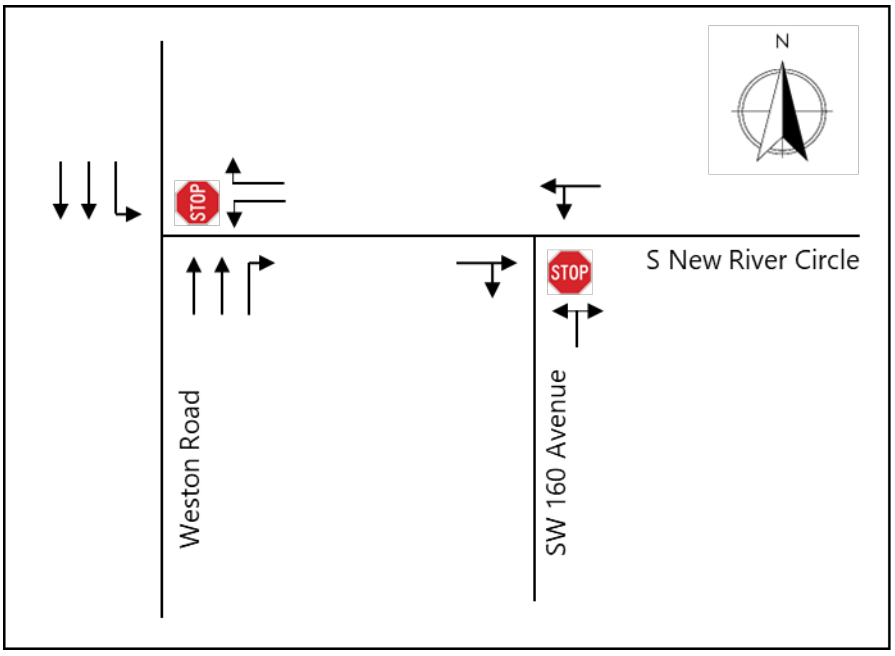
SW 160 Avenue is a two-lane, two-way road with no posted speed limit. Sidewalk exists on the east side of the roadway.

The intersection of SW 160 Avenue and S New River Circle is an unsignalized T-intersection. S New River Circle is uncontrolled and SW 160 Avenue is stop-controlled.

The intersection of Weston Road and S New River Circle is an unsignalized T-intersection. Weston Road is uncontrolled and S New River Circle is stop-controlled. A post mounted No U-Turn sign exists for the northbound traffic.

The land uses surrounding the study intersections include fast-food restaurant and residential. The study intersection geometry is shown on **Figure 2**.

Figure 2 Intersection Geometry



Bowman

Traffic Volumes

Existing (2026) Conditions

Manual turning movement counts were collected at the study intersections on Tuesday, February 17, 2026, during the AM period (7:00 AM to 9:00 AM) and PM period (4:00 PM to 6:00 PM). The data and the volume development tables are included in **Appendix A**. The collected counts were adjusted to reflect peak season conditions by applying a Peak Season Conversion Factor (PSCF) obtained from the *2024 Florida Department of Transportation (FDOT) Peak Season Factor Category Report*, included in Appendix A. The PSCF was 0.99; therefore, a minimum PSCF of 1.00 was used to provide a conservative analysis. The AM and PM peak hour intersection volume development tables are included in Appendix A. Existing peak hour traffic volumes are graphically shown on **Figure 3**.

Background (2027) Conditions

Traffic volumes for Background (2027) traffic conditions were calculated by applying a growth rate of 1.00 percent based on the *Indian Trace Center Traffic Analysis*, dated August 2025. Background peak hour traffic volumes are graphically shown on **Figure 4.**

Figure 3 Existing (2026) Volumes

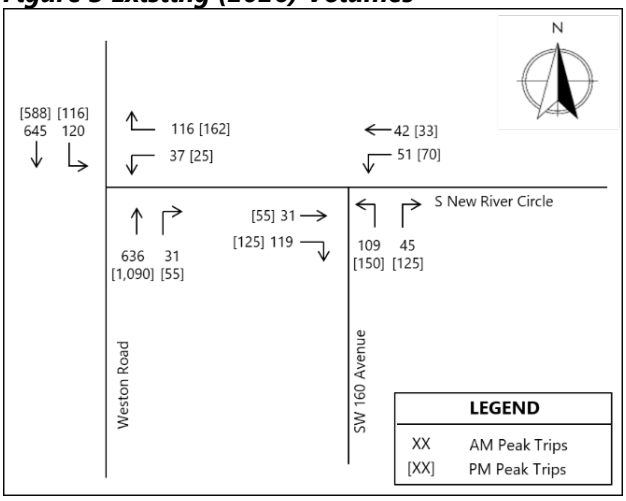
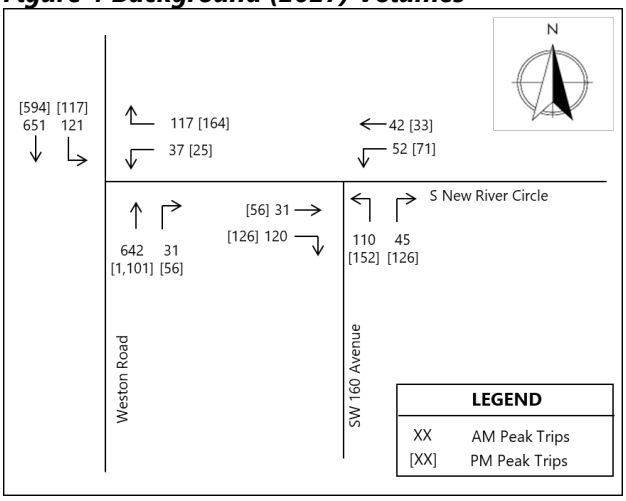


Figure 4 Background (2027) Volumes



Total (2027) Conditions

Trip Generation

The trip generation analysis for daily, AM peak hour, and PM peak hour conditions is based on the *Indian Trace Center Traffic Analysis*, dated August 2025 and indicates that the proposed development will result in a net new trip increase of 40 inbound trips and 30 outbound trips during the AM peak hour and 41 inbound trips and 38 outbound trips during the PM peak hour, when compared to the existing development.

Project Trip Distribution

To provide a conservative analysis, it was assumed that 100 percent of project traffic enters and exits the site from and to the north, respectively. The project distribution and increase in project trips are graphically shown on **Figure 5**. The Total peak hour traffic volumes are graphically shown on **Figure 6**.

Figure 5 Project Trips Increase

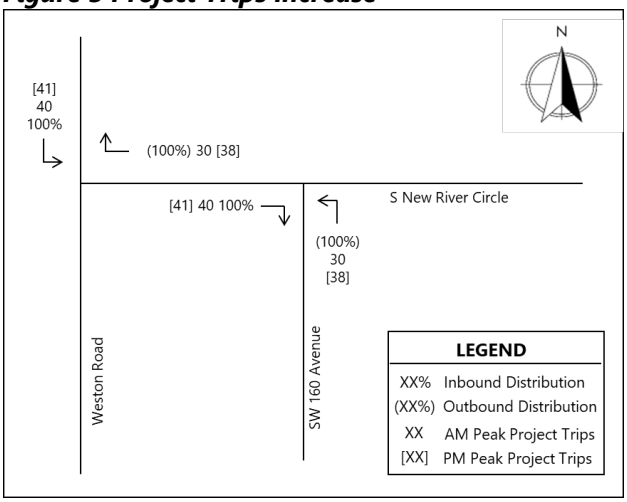
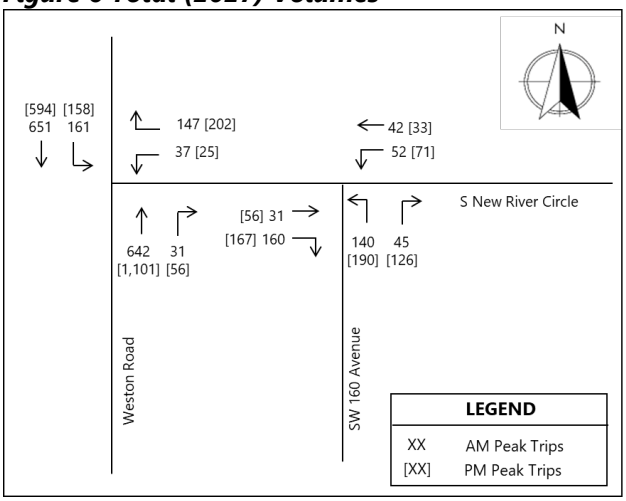


Figure 6 Total (2027) Volumes



Intersection Capacity Analysis

Intersection capacity analysis was performed for the study intersections during the AM and PM peak hours for Existing, Background, and Total conditions, using the Synchro 12 software, HCM 7th Edition methodology. Peak hour factors and heavy vehicle percentages were based on the collected data. The intersection capacity analysis worksheets are provided in **Appendix B**.

Results of the AM and PM peak hour intersection capacity analyses are summarized in **Table 1** and the results of the 95th percentile queues are summarized in **Table 2.** Both study intersections currently operate, and are expected to continue to operate, at an acceptable overall level of service (LOS) during Existing, Background, and Total conditions. All approaches and travel movements currently operate, and are expected to continue to operate, at an acceptable level of service during Existing, Background, and Total traffic conditions. The queues for the exclusive turn lanes are expected to be contained within the available storages. Queues for existing conditions were similar to field observed queues.

Table 1 Intersection Capacity Analysis Summary

LOCATION	SCENARIO	TIME	LEVEL OF SERVICE									
			OVERALL		EB		WB		NB		SB	
			LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
SW 160 Avenue & S New River Circle	Existing	AM	A	5.1	A	0.0	A	4.2	B	11.4	-	-
		PM	A	8.8	A	0.0	A	5.3	B	14.6	-	-
	Background	AM	A	5.1	A	0.0	A	4.3	B	11.4	-	-
		PM	A	8.9	A	0.0	A	5.3	B	14.8	-	-
	Total	AM	A	5.3	A	0.0	A	4.3	B	12.3	-	-
		PM	B	10.3	A	0.0	A	5.4	B	17.7	-	-
Weston Road & S New River Circle	Existing	AM	A	2.1	-	-	B	14.0	A	0.0	A	1.5
		PM	A	2.7	-	-	C	19.2	A	0.0	A	2.1
	Background	AM	A	2.1	-	-	B	14.1	A	0.0	A	1.6
		PM	A	2.7	-	-	C	19.5	A	0.0	A	2.1
	Total	AM	A	2.5	-	-	B	14.5	A	0.0	A	2.0
		PM	A	3.5	-	-	C	21.7	A	0.0	A	2.9

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Table 2 Queue Summary

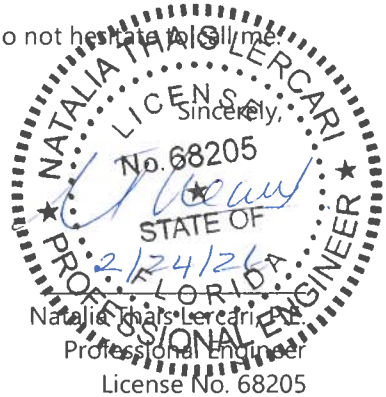
LOCATION	SCENARIO	TIME	WBL		WBR		NBLTR		NBR		SBL	
			LENGTH	STORAGE	LENGTH	STORAGE	LENGTH	STORAGE	LENGTH	STORAGE	LENGTH	STORAGE
SW 160 Avenue & S New River Circle	Existing	AM	3'		-	-	23'		-	-	-	-
		PM	5'		-	-	70'		-	-	-	-
	Background	AM	3'		-	-	23'		-	-	-	-
		PM	5'		-	-	70'		-	-	-	-
	Total	AM	3'		-	-	30'		-	-	-	-
		PM	5'		-	-	100'		-	-	-	-
Weston Road & S New River Circle	Existing	AM	13'		18'	115'	-	-	0'	210'	13'	210'
		PM	15'		48'		-	-	0'		20'	
	Background	AM	13'		18'	115'	-	-	0'	210'	13'	210'
		PM	15'		50'		-	-	0'		20'	
	Total	AM	15'		23'	115'	-	-	0'	210'	18'	210'
		PM	15'		70'		-	-	0'		30'	

Conclusion

Based on the analysis presented herein, assuming that all project traffic enters and exits the site from and to the north, respectively, the proposed development will not have a significant impact at the intersections located north of the site. The study intersections currently operate, as are expected to continue to operate, at an acceptable overall level of service with the additional traffic from the proposed development.

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

Sincerely,



Natalia Thais Lercari, P.E.
Professional Engineer
License No. 68205
State of Florida, Board of Professional Engineers

V:\314281 - H and M Development\314281-01-001 (TRA) - Indian Trace Center\Engineering\Reports\TIS\Additional Analysis_022426\LtrDM022426.docx

2090 Palm Beach Lakes Boulevard, Suite 400, West Palm Beach, FL 33409
P: 561.840.8650
bowman.com

Appendix A

Data Collection

AM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
INDIAN TRACE CENTER TRAFFIC ANALYSIS

Intersection	Scenario	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
		EBLT	EBT	EBRT	WBLT	WBT	WBRT	NBLT	NBT	NBRT	SBLT	SBT	SBRT
AM PEAK HOUR													
SW 160 Avenue at S New River Circle	Traffic Count (02/17/26)	0	31	119	51	42	0	109	0	45	-	-	-
	Peak Season Conversion Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	-	-
	2026 Peak Season Traffic	**0**	**31**	**119**	**51**	**42**	**0**	**109**	**0**	**45**	**-**	**-**	**-**
	Compound Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	-	-	-
	Existing plus Background Growth	0	31	120	52	42	0	110	0	45	-	-	-
	2027 Background Traffic	**0**	**31**	**120**	**52**	**42**	**0**	**110**	**0**	**45**	**-**	**-**	**-**
	Project Trips			40				30			-	-	-
	2027 Total Traffic	**0**	**31**	**160**	**52**	**42**	**0**	**140**	**0**	**45**	**-**	**-**	**-**
Weston Road at S New River Circle	Traffic Count (02/17/26)	-	-	-	37	0	116	0	636	31	120	645	0
	Peak Season Conversion Factor	-	-	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	2026 Peak Season Traffic	**-**	**-**	**-**	**37**	**0**	**116**	**0**	**636**	**31**	**120**	**645**	**0**
	Compound Growth Rate	-	-	-	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	Existing plus Background Growth	-	-	-	37	0	117	0	642	31	121	651	0
	2027 Background Traffic	**-**	**-**	**-**	**37**	**0**	**117**	**0**	**642**	**31**	**121**	**651**	**0**
	Project Trips	-	-	-			30				40		
	2027 Total Traffic	**-**	**-**	**-**	**37**	**0**	**147**	**0**	**642**	**31**	**161**	**651**	**0**

PM PEAK HOUR TRAFFIC VOLUME CALCULATIONS
INDIAN TRACE CENTER TRAFFIC ANALYSIS

Intersection	Scenario	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
		EBLT	EBT	EBRT	WBLT	WBT	WBRT	NBLT	NBT	NBRT	SBLT	SBT	SBRT
PM PEAK HOUR													
SW 160 Avenue at S New River Circle	Traffic Count (02/17/26)	0	55	125	70	33	0	150	0	125	-	-	-
	Peak Season Conversion Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	-	-
	2026 Peak Season Traffic	**0**	**55**	**125**	**70**	**33**	**0**	**150**	**0**	**125**	**-**	**-**	**-**
	Compound Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	-	-	-
	Existing plus Background Growth	0	56	126	71	33	0	152	0	126	-	-	-
	2027 Background Traffic	**0**	**56**	**126**	**71**	**33**	**0**	**152**	**0**	**126**	**-**	**-**	**-**
	Project Trips			41				38			-	-	-
	2027 Total Traffic	**0**	**56**	**167**	**71**	**33**	**0**	**190**	**0**	**126**	**-**	**-**	**-**
Weston Road at S New River Circle	Traffic Count (02/17/26)	-	-	-	25	0	162	0	1,090	55	116	588	0
	Peak Season Conversion Factor	-	-	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	2026 Peak Season Traffic	**-**	**-**	**-**	**25**	**0**	**162**	**0**	**1,090**	**55**	**116**	**588**	**0**
	Compound Growth Rate	-	-	-	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	Existing plus Background Growth	-	-	-	25	0	164	0	1,101	56	117	594	0
	2027 Background Traffic	**-**	**-**	**-**	**25**	**0**	**164**	**0**	**1,101**	**56**	**117**	**594**	**0**
	Project Trips	-	-	-			38				41		
	2027 Total Traffic	**-**	**-**	**-**	**25**	**0**	**202**	**0**	**1,101**	**56**	**158**	**594**	**0**

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: SW 160th Ave & S New River Cir
City: Weston
Control: 1-Way Stop(NB)

Project ID: 26-570018-001
Date: 2/17/2026

Data - Total

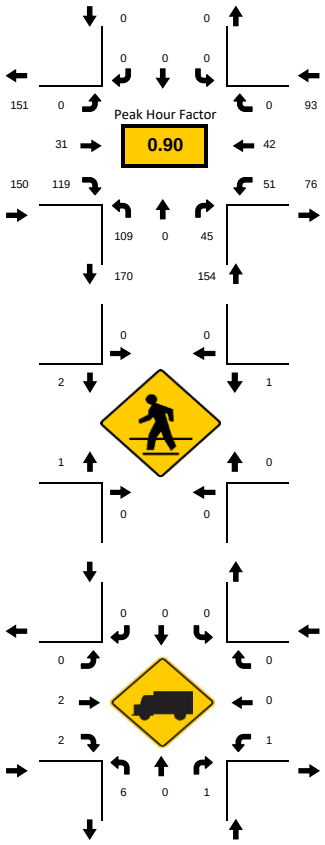
NS/EW Streets:	SW 160th Ave				SW 160th Ave				S New River Cir				S New River Cir				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	21	0	13	0	0	0	0	0	0	4	14	0	26	11	0	0	89
7:15 AM	24	0	11	0	0	0	0	0	0	5	23	0	30	17	0	0	110
7:30 AM	30	0	12	0	0	0	0	0	0	4	13	0	13	17	0	0	89
7:45 AM	15	0	11	0	0	0	0	0	0	9	27	0	12	12	0	0	86
8:00 AM	25	0	11	0	0	0	0	0	0	7	29	0	10	12	0	0	94
8:15 AM	30	0	10	0	0	0	0	0	0	7	23	0	11	9	0	0	90
8:30 AM	28	0	13	0	0	0	0	0	0	10	28	0	12	12	0	0	103
8:45 AM	26	0	11	0	0	0	0	0	0	7	39	0	18	9	0	0	110
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	199	0	92	0	0	0	0	0	0	53	196	0	132	99	0	0	771
APPROACH %'s :	68.38%	0.00%	31.62%	0.00%					0.00%	21.29%	78.71%	0.00%	57.14%	42.86%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	109	0	45	0	0	0	0	0	0	31	119	0	51	42	0	0	397
PEAK HR FACTOR :	0.908	0.000	0.865	0.000	0.000	0.000	0.000	0.000	0.000	0.775	0.763	0.000	0.708	0.875	0.000	0.000	0.902
	0.939								0.815				0.861				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	36	0	24	0	0	0	0	0	0	20	20	0	15	10	0	0	125
4:15 PM	30	0	28	0	0	0	0	0	0	10	27	0	23	4	0	0	122
4:30 PM	39	0	34	0	0	0	0	0	0	18	31	0	22	7	0	0	151
4:45 PM	27	0	27	1	0	0	0	0	0	12	27	0	13	11	0	0	118
5:00 PM	36	0	21	0	0	0	0	0	0	13	35	0	17	8	0	0	130
5:15 PM	47	0	43	0	0	0	0	0	0	12	32	0	18	7	0	0	159
5:30 PM	42	0	25	0	0	0	0	0	0	18	21	0	15	8	0	0	129
5:45 PM	38	0	29	0	0	0	0	0	0	20	17	0	27	8	0	0	139
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	295	0	231	1	0	0	0	0	0	123	210	0	150	63	0	0	1073
APPROACH %'s :	55.98%	0.00%	43.83%	0.19%					0.00%	36.94%	63.06%	0.00%	70.42%	29.58%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	149	0	125	1	0	0	0	0	0	55	125	0	70	33	0	0	558
PEAK HR FACTOR :	0.793	0.000	0.727	0.250	0.000	0.000	0.000	0.000	0.000	0.764	0.893	0.000	0.795	0.750	0.000	0.000	0.877
	0.764								0.918				0.888				

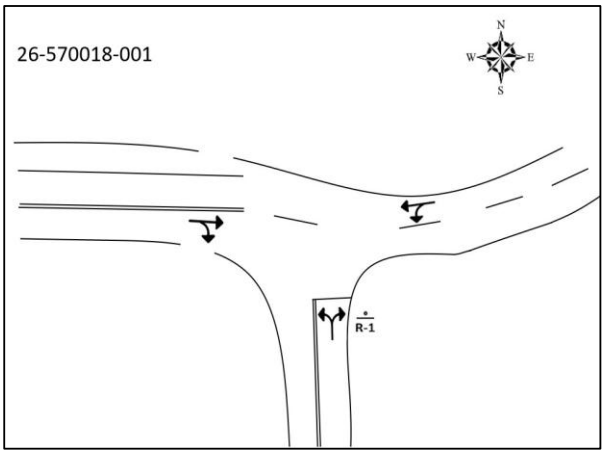
LOCATION: SW 160th Ave & S New River Cir
CITY/STATE: Weston, FL

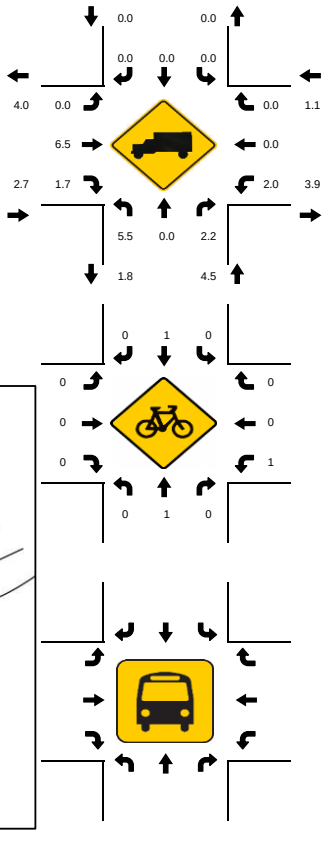
PROJECT ID: 26-570018-001
DATE: Tue, Feb 17, 2026

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM







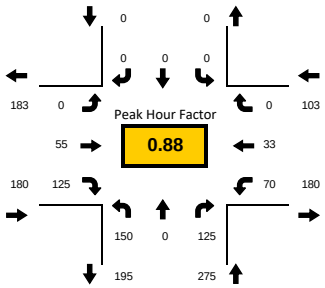


15-Min Count Period Beginning At	SW 160th Ave Northbound					SW 160th Ave Southbound					S New River Cir Eastbound					S New River Cir Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	21	0	13	0		0	0	0	0		0	4	14	0		26	11	0	0		89	374
7:15 AM	24	0	11	0		0	0	0	0		0	5	23	0		30	17	0	0		110	379
7:30 AM	30	0	12	0		0	0	0	0		0	4	13	0		13	17	0	0		89	359
7:45 AM	15	0	11	0		0	0	0	0		0	9	27	0		12	12	0	0		86	373
8:00 AM	25	0	11	0		0	0	0	0		0	7	29	0		10	12	0	0		94	397
8:15 AM	30	0	10	0		0	0	0	0		0	7	23	0		11	9	0	0		90	303
8:30 AM	28	0	13	0		0	0	0	0		0	10	28	0		12	12	0	0		103	213
8:45 AM	26	0	11	0		0	0	0	0		0	7	39	0		18	9	0	0		110	110
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	120	0	52	0		0	0	0	0		0	40	156	0		72	48	0	0		**488**	
Heavy Trucks	8	0	4	0		0	0	0	0		0	8	4	0		4	0	0	0		**28**	
Pedestrians		0					0					8					4				**12**	
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		4	0	0	0		**12**	
Buses																						
Stopped Buses																						

LOCATION: SW 160th Ave & S New River Cir
CITY/STATE: Weston, FL

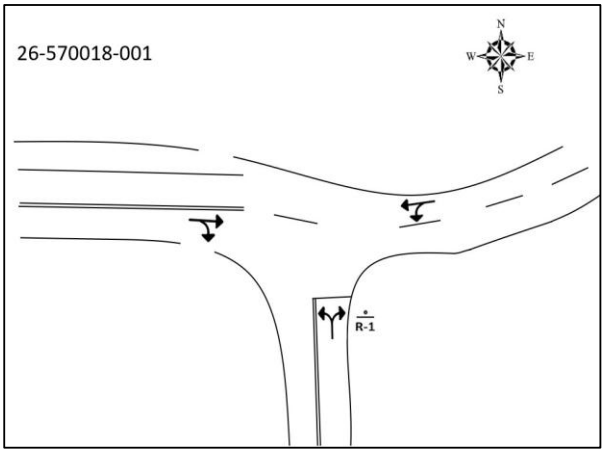
PROJECT ID: 26-570018-001
DATE: Tue, Feb 17, 2026

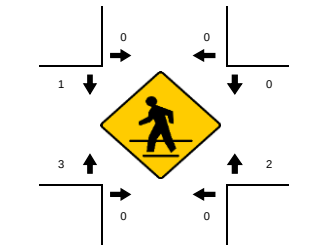
Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM

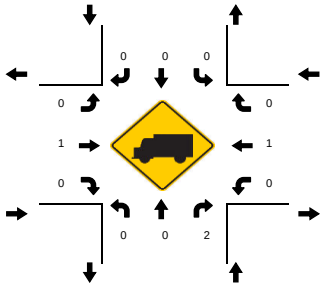


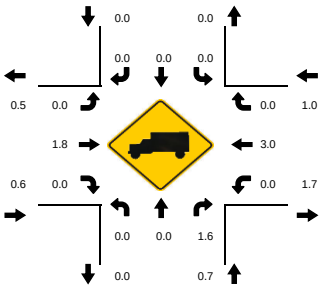
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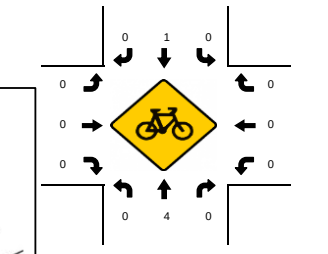
DBE

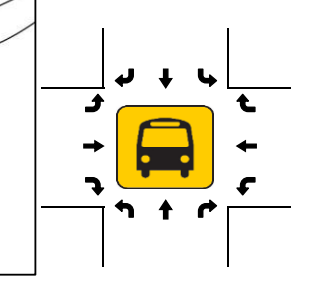












15-Min Count Period Beginning At	SW 160th Ave Northbound					SW 160th Ave Southbound					S New River Cir Eastbound					S New River Cir Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	36	0	24	0		0	0	0	0		0	20	20	0		15	10	0	0		125	516
4:15 PM	30	0	28	0		0	0	0	0		0	10	27	0		23	4	0	0		122	521
4:30 PM	39	0	34	0		0	0	0	0		0	18	31	0		22	7	0	0		151	558
4:45 PM	27	0	27	1		0	0	0	0		0	12	27	0		13	11	0	0		118	536
5:00 PM	36	0	21	0		0	0	0	0		0	13	35	0		17	8	0	0		130	557
5:15 PM	47	0	43	0		0	0	0	0		0	12	32	0		18	7	0	0		159	427
5:30 PM	42	0	25	0		0	0	0	0		0	18	21	0		15	8	0	0		129	268
5:45 PM	38	0	29	0		0	0	0	0		0	20	17	0		27	8	0	0		139	139
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	188	0	172	4		0	0	0	0		0	72	140	0		88	44	0	0		**708**	
Heavy Trucks	0	0	8	0		0	0	0	0		0	4	0	0		0	4	0	0		**16**	
Pedestrians		0					0					12					8				**20**	
Bicycles	0	8	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Weston Rd & S New River Cir
City: Weston
Control: 1-Way Stop(WB)

Project ID: 26-570018-002
Date: 2/17/2026

Data - Total

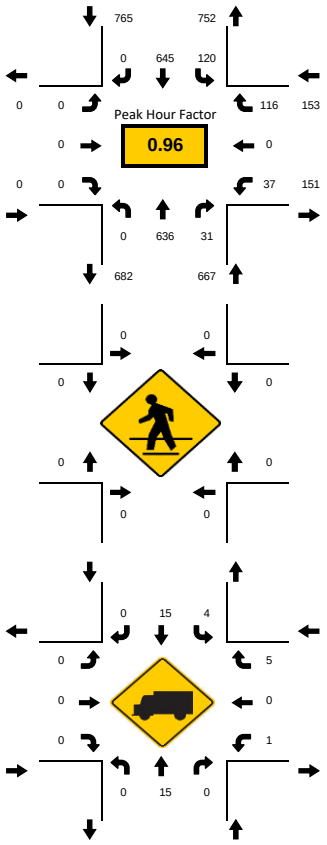
NS/EW Streets:	Weston Rd				Weston Rd				S New River Cir				S New River Cir				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	108	4	0	16	91	0	0	0	0	0	0	6	0	26	0	251
7:15 AM	0	111	2	0	24	108	0	0	0	0	0	0	13	0	28	0	286
7:30 AM	0	128	4	0	13	132	0	0	0	0	0	0	15	0	32	0	324
7:45 AM	0	167	8	0	28	157	0	0	0	0	0	0	9	0	18	0	387
8:00 AM	0	163	7	0	29	155	0	1	0	0	0	0	8	0	30	0	393
8:15 AM	0	146	9	0	21	172	0	0	0	0	0	0	8	0	30	0	386
8:30 AM	0	172	10	0	28	162	0	0	0	0	0	0	12	0	28	0	412
8:45 AM	0	155	5	0	41	156	0	0	0	0	0	0	9	0	28	0	394
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1150	49	0	200	1133	0	1	0	0	0	0	80	0	220	0	2833
APPROACH %'s :	0.00%	95.91%	4.09%	0.00%	14.99%	84.93%	0.00%	0.07%					26.67%	0.00%	73.33%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	636	31	0	119	645	0	1	0	0	0	0	37	0	116	0	1585
PEAK HR FACTOR :	0.000	0.924	0.775	0.000	0.726	0.938	0.000	0.250	0.000	0.000	0.000	0.000	0.771	0.000	0.967	0.000	0.962
		0.916				0.971								0.956			

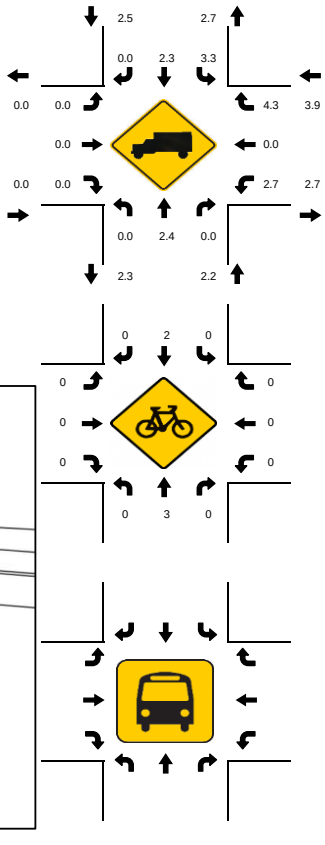
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	218	16	0	24	130	0	0	0	0	0	0	10	0	42	0	440
4:15 PM	0	250	10	0	28	132	0	0	0	0	0	0	4	0	30	0	454
4:30 PM	0	259	20	0	28	150	0	0	0	0	0	0	5	0	40	0	502
4:45 PM	0	285	13	0	26	141	0	0	0	0	0	0	5	0	34	0	504
5:00 PM	0	265	12	0	36	141	0	0	0	0	0	0	8	0	36	0	498
5:15 PM	0	262	13	0	31	147	0	1	0	0	0	0	6	0	48	0	508
5:30 PM	0	278	17	0	22	159	0	0	0	0	0	0	6	0	44	0	526
5:45 PM	0	260	17	0	21	148	0	0	0	0	0	0	6	0	39	0	491
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2077	118	0	216	1148	0	1	0	0	0	0	50	0	313	0	3923
APPROACH %'s :	0.00%	94.62%	5.38%	0.00%	15.82%	84.10%	0.00%	0.07%					13.77%	0.00%	86.23%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1090	55	0	115	588	0	1	0	0	0	0	25	0	162	0	2036
PEAK HR FACTOR :	0.000	0.956	0.809	0.000	0.799	0.925	0.000	0.250	0.000	0.000	0.000	0.000	0.781	0.000	0.844	0.000	0.968
		0.961				0.972								0.866			

LOCATION: Weston Rd & S New River Cir
CITY/STATE: Weston, FL

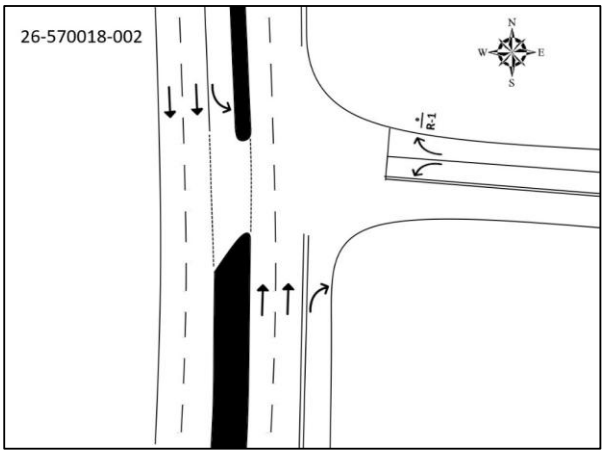
PROJECT ID: 26-570018-002
DATE: Tue, Feb 17, 2026

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM





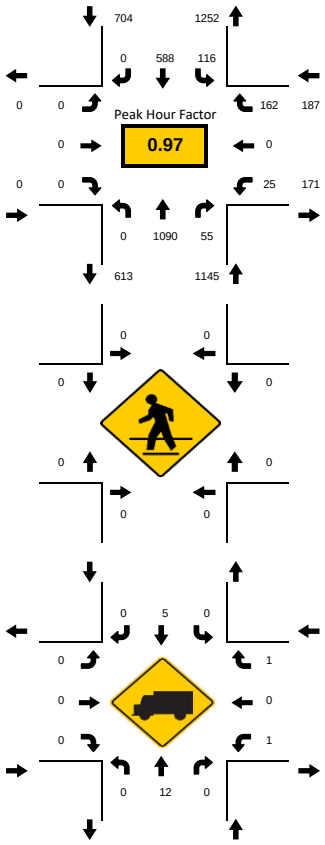




15-Min Count Period Beginning At	Weston Rd Northbound					Weston Rd Southbound					S New River Cir Eastbound					S New River Cir Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	108	4	0		16	91	0	0		0	0	0	0		6	0	26	0		251	1248
7:15 AM	0	111	2	0		24	108	0	0		0	0	0	0		13	0	28	0		286	1390
7:30 AM	0	128	4	0		13	132	0	0		0	0	0	0		15	0	32	0		324	1490
7:45 AM	0	167	8	0		28	157	0	0		0	0	0	0		9	0	18	0		387	1578
8:00 AM	0	163	7	0		29	155	0	1		0	0	0	0		8	0	30	0		393	1585
8:15 AM	0	146	9	0		21	172	0	0		0	0	0	0		8	0	30	0		386	1192
8:30 AM	0	172	10	0		28	162	0	0		0	0	0	0		12	0	28	0		412	806
8:45 AM	0	155	5	0		41	156	0	0		0	0	0	0		9	0	28	0		394	394
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	688	40	0		164	688	0	4		0	0	0	0		48	0	120	0		**1752**	
Heavy Trucks	0	24	0	0		12	20	0	0		0	0	0	0		4	0	8	0		**68**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	8	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

LOCATION: Weston Rd & S New River Cir
CITY/STATE: Weston, FL

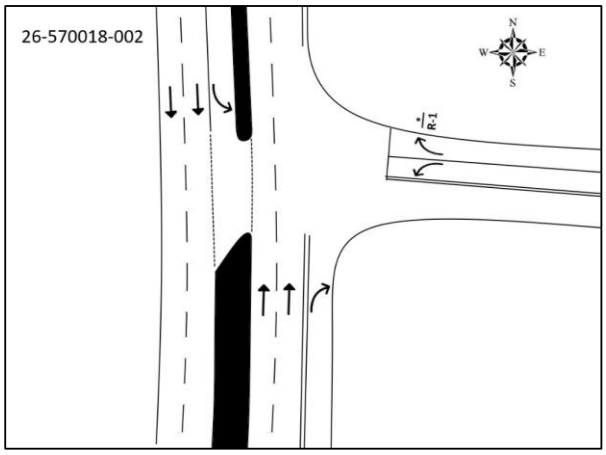
PROJECT ID: 26-570018-002
DATE: Tue, Feb 17, 2026

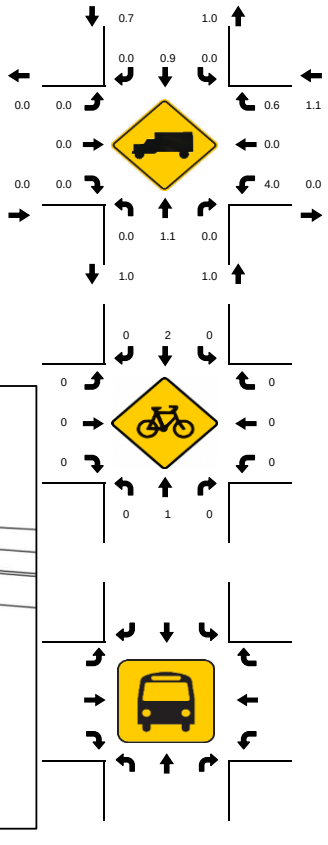


Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:30 PM - 05:45 PM

Nationwide Traffic Data, Inc.

DBE





15-Min Count Period Beginning At	Weston Rd Northbound					Weston Rd Southbound					S New River Cir Eastbound					S New River Cir Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	218	16	0		24	130	0	0		0	0	0	0		10	0	42	0		440	1900
4:15 PM	0	250	10	0		28	132	0	0		0	0	0	0		4	0	30	0		454	1958
4:30 PM	0	259	20	0		28	150	0	0		0	0	0	0		5	0	40	0		502	2012
4:45 PM	0	285	13	0		26	141	0	0		0	0	0	0		5	0	34	0		504	2036
5:00 PM	0	265	12	0		36	141	0	0		0	0	0	0		8	0	36	0		498	2023
5:15 PM	0	262	13	0		31	147	0	1		0	0	0	0		6	0	48	0		508	1525
5:30 PM	0	278	17	0		22	159	0	0		0	0	0	0		6	0	44	0		526	1017
5:45 PM	0	260	17	0		21	148	0	0		0	0	0	0		6	0	39	0		491	491
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	1140	68	0		144	636	0	4		0	0	0	0		32	0	192	0		**2216**	
Heavy Trucks	0	28	0	0		0	8	0	0		0	0	0	0		4	0	4	0		**44**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8630 WEST-W OF US441

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.05	1.07
2	01/07/2024 - 01/13/2024	1.04	1.06
3	01/14/2024 - 01/20/2024	1.02	1.04
4	01/21/2024 - 01/27/2024	1.00	1.02
5	01/28/2024 - 02/03/2024	0.99	1.01
6	02/04/2024 - 02/10/2024	0.98	1.00
* 7	02/11/2024 - 02/17/2024	0.97	0.99
* 8	02/18/2024 - 02/24/2024	0.97	0.99
* 9	02/25/2024 - 03/02/2024	0.97	0.99
*10	03/03/2024 - 03/09/2024	0.97	0.99
*11	03/10/2024 - 03/16/2024	0.97	0.99
*12	03/17/2024 - 03/23/2024	0.97	0.99
*13	03/24/2024 - 03/30/2024	0.98	1.00
*14	03/31/2024 - 04/06/2024	0.98	1.00
*15	04/07/2024 - 04/13/2024	0.99	1.01
*16	04/14/2024 - 04/20/2024	0.99	1.01
*17	04/21/2024 - 04/27/2024	0.99	1.01
*18	04/28/2024 - 05/04/2024	0.98	1.00
*19	05/05/2024 - 05/11/2024	0.98	1.00
20	05/12/2024 - 05/18/2024	0.98	1.00
21	05/19/2024 - 05/25/2024	0.99	1.01
22	05/26/2024 - 06/01/2024	1.00	1.02
23	06/02/2024 - 06/08/2024	1.01	1.03
24	06/09/2024 - 06/15/2024	1.03	1.05
25	06/16/2024 - 06/22/2024	1.03	1.05
26	06/23/2024 - 06/29/2024	1.04	1.06
27	06/30/2024 - 07/06/2024	1.04	1.06
28	07/07/2024 - 07/13/2024	1.05	1.07
29	07/14/2024 - 07/20/2024	1.05	1.07
30	07/21/2024 - 07/27/2024	1.04	1.06
31	07/28/2024 - 08/03/2024	1.03	1.05
32	08/04/2024 - 08/10/2024	1.01	1.03
33	08/11/2024 - 08/17/2024	1.00	1.02
34	08/18/2024 - 08/24/2024	1.00	1.02
35	08/25/2024 - 08/31/2024	1.00	1.02
36	09/01/2024 - 09/07/2024	1.00	1.02
37	09/08/2024 - 09/14/2024	1.00	1.02
38	09/15/2024 - 09/21/2024	1.00	1.02
39	09/22/2024 - 09/28/2024	1.00	1.02
40	09/29/2024 - 10/05/2024	1.00	1.02
41	10/06/2024 - 10/12/2024	1.00	1.02
42	10/13/2024 - 10/19/2024	1.00	1.02
43	10/20/2024 - 10/26/2024	1.00	1.02
44	10/27/2024 - 11/02/2024	1.00	1.02
45	11/03/2024 - 11/09/2024	1.00	1.02
46	11/10/2024 - 11/16/2024	1.00	1.02
47	11/17/2024 - 11/23/2024	1.01	1.03
48	11/24/2024 - 11/30/2024	1.02	1.04
49	12/01/2024 - 12/07/2024	1.03	1.05
50	12/08/2024 - 12/14/2024	1.04	1.06
51	12/15/2024 - 12/21/2024	1.05	1.07
52	12/22/2024 - 12/28/2024	1.04	1.06
53	12/29/2024 - 12/31/2024	1.02	1.04

* PEAK SEASON

Appendix B

Intersection Capacity Analysis



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	31	119	51	42	109	45
Future Volume (vph)	31	119	51	42	109	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.893				0.960	
Flt Protected				0.973	0.966	
Satd. Flow (prot)	1647	0	0	1812	1678	0
Flt Permitted				0.973	0.966	
Satd. Flow (perm)	1647	0	0	1812	1678	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	330			436	705	
Travel Time (s)	7.5			9.9	16.0	
Confl. Peds. (#/hr)					3	1
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.81	0.81	0.86	0.86	0.94	0.94
Heavy Vehicles (%)	3%	3%	2%	2%	5%	5%
Adj. Flow (vph)	38	147	59	49	116	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	185	0	0	108	164	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	119	51	42	109	45
Future Vol, veh/h	31	119	51	42	109	45
Conflicting Peds, #/hr	0	0	0	0	3	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	86	86	94	94
Heavy Vehicles, %	3	3	2	2	5	5
Mvmt Flow	38	147	59	49	116	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	185	0	282	113
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	170	-
Critical Hdwy	-	-	4.12	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.218	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1389	-	702	932
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1389	-	669	931
Mov Cap-2 Maneuver	-	-	-	-	669	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	813	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.23	11.37
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	729	-	-	987	-
HCM Lane V/C Ratio	0.225	-	-	0.043	-
HCM Ctrl Dly (s/v)	11.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	37	116	636	31	120	645
Future Volume (vph)	37	116	636	31	120	645
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	115		210	210	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1553	3539	1583	1752	3505
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	1553	3539	1583	1752	3505
Link Speed (mph)	30		45			45
Link Distance (ft)	330		756			483
Travel Time (s)	7.5		11.5			7.3
Peak Hour Factor	0.96	0.96	0.92	0.92	0.97	0.97
Heavy Vehicles (%)	4%	4%	2%	2%	3%	3%
Adj. Flow (vph)	39	121	691	34	124	665
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	121	691	34	124	665
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			18
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	116	636	31	120	645
Future Vol, veh/h	37	116	636	31	120	645
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	115	-	210	210	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	92	92	97	97
Heavy Vehicles, %	4	4	2	2	3	3
Mvmt Flow	39	121	691	34	124	665

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1271	346	0	0	725	0
Stage 1	691	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Critical Hdwy	6.88	6.98	-	-	4.16	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	-	-	2.23	-
Pot Cap-1 Maneuver	157	645	-	-	867	-
Stage 1	453	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	135	645	-	-	867	-
Mov Cap-2 Maneuver	266	-	-	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	444	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.03	0	1.54
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	266	645	867	-
HCM Lane V/C Ratio	-	-	0.145	0.187	0.143	-
HCM Ctrl Dly (s/v)	-	-	20.8	11.9	9.8	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.7	0.5	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	125	70	33	150	125
Future Volume (vph)	55	125	70	33	150	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.906				0.939	
Flt Protected				0.967	0.973	
Satd. Flow (prot)	1688	0	0	1801	1702	0
Flt Permitted				0.967	0.973	
Satd. Flow (perm)	1688	0	0	1801	1702	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	330			436	705	
Travel Time (s)	7.5			9.9	16.0	
Confl. Peds. (#/hr)					4	2
Confl. Bikes (#/hr)						4
Peak Hour Factor	0.92	0.92	0.89	0.89	0.76	0.76
Adj. Flow (vph)	60	136	79	37	197	164
Shared Lane Traffic (%)						
Lane Group Flow (vph)	196	0	0	116	361	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	8.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	125	70	33	150	125
Future Vol, veh/h	55	125	70	33	150	125
Conflicting Peds, #/hr	0	0	0	0	4	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	89	89	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	136	79	37	197	164

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	196	0	326	130
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1377	-	668	920
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1377	-	627	918
Mov Cap-2 Maneuver	-	-	-	-	627	-
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	783	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	5.28	14.62
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	732	-	-	1223	-
HCM Lane V/C Ratio	0.494	-	-	0.057	-
HCM Ctrl Dly (s/v)	14.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	2.8	-	-	0.2	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	162	1090	55	116	588
Future Volume (vph)	25	162	1090	55	116	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	115		210	210	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3539	1583	1770	3539
Link Speed (mph)	30		45			45
Link Distance (ft)	330		756			483
Travel Time (s)	7.5		11.5			7.3
Peak Hour Factor	0.87	0.87	0.96	0.96	0.97	0.97
Adj. Flow (vph)	29	186	1135	57	120	606
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	186	1135	57	120	606
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			18
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	162	1090	55	116	588
Future Vol, veh/h	25	162	1090	55	116	588
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	115	-	210	210	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	96	96	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	186	1135	57	120	606

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1678	568	0	0	1193	0
Stage 1	1135	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	86	466	-	-	581	-
Stage 1	268	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	68	466	-	-	581	-
Mov Cap-2 Maneuver	180	-	-	-	-	-
Stage 1	268	-	-	-	-	-
Stage 2	434	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.22	0	2.11
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	180	466	581	-
HCM Lane V/C Ratio	-	-	0.159	0.399	0.206	-
HCM Ctrl Dly (s/v)	-	-	28.7	17.8	12.8	-
HCM Lane LOS	-	-	D	C	B	-
HCM 95th %tile Q(veh)	-	-	0.6	1.9	0.8	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	31	120	52	42	110	45
Future Volume (vph)	31	120	52	42	110	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.893				0.961	
Flt Protected				0.973	0.966	
Satd. Flow (prot)	1647	0	0	1812	1680	0
Flt Permitted				0.973	0.966	
Satd. Flow (perm)	1647	0	0	1812	1680	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	330			436	705	
Travel Time (s)	7.5			9.9	16.0	
Confl. Peds. (#/hr)					3	1
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.81	0.81	0.86	0.86	0.94	0.94
Heavy Vehicles (%)	3%	3%	2%	2%	5%	5%
Adj. Flow (vph)	38	148	60	49	117	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	0	0	109	165	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	120	52	42	110	45
Future Vol, veh/h	31	120	52	42	110	45
Conflicting Peds, #/hr	0	0	0	0	3	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	86	86	94	94
Heavy Vehicles, %	3	3	2	2	5	5
Mvmt Flow	38	148	60	49	117	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	186	0	285	113
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	-	-	4.12	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.218	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1388	-	699	931
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	850	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1388	-	666	930
Mov Cap-2 Maneuver	-	-	-	-	666	-
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	810	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.27	11.41
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	726	-	-	996	-
HCM Lane V/C Ratio	0.227	-	-	0.044	-
HCM Ctrl Dly (s/v)	11.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	37	117	642	31	121	651
Future Volume (vph)	37	117	642	31	121	651
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	115		210	210	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1553	3539	1583	1752	3505
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	1553	3539	1583	1752	3505
Link Speed (mph)	30		45			45
Link Distance (ft)	330		756			483
Travel Time (s)	7.5		11.5			7.3
Peak Hour Factor	0.96	0.96	0.92	0.92	0.97	0.97
Heavy Vehicles (%)	4%	4%	2%	2%	3%	3%
Adj. Flow (vph)	39	122	698	34	125	671
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	122	698	34	125	671
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			18
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	117	642	31	121	651
Future Vol, veh/h	37	117	642	31	121	651
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	115	-	210	210	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	92	92	97	97
Heavy Vehicles, %	4	4	2	2	3	3
Mvmt Flow	39	122	698	34	125	671

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1283	349	0	0	732	0
Stage 1	698	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Critical Hdwy	6.88	6.98	-	-	4.16	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	-	-	2.23	-
Pot Cap-1 Maneuver	154	641	-	-	862	-
Stage 1	450	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	132	641	-	-	862	-
Mov Cap-2 Maneuver	263	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	440	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.11	0	1.55
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	263	641	862	-
HCM Lane V/C Ratio	-	-	0.146	0.19	0.145	-
HCM Ctrl Dly (s/v)	-	-	21	11.9	9.9	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.7	0.5	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	56	126	71	33	152	126
Future Volume (vph)	56	126	71	33	152	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.907				0.939	
Flt Protected				0.967	0.973	
Satd. Flow (prot)	1690	0	0	1801	1702	0
Flt Permitted				0.967	0.973	
Satd. Flow (perm)	1690	0	0	1801	1702	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	330			436	705	
Travel Time (s)	7.5			9.9	16.0	
Confl. Peds. (#/hr)					4	2
Confl. Bikes (#/hr)						4
Peak Hour Factor	0.92	0.92	0.89	0.89	0.76	0.76
Adj. Flow (vph)	61	137	80	37	200	166
Shared Lane Traffic (%)						
Lane Group Flow (vph)	198	0	0	117	366	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	8.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	56	126	71	33	152	126
Future Vol, veh/h	56	126	71	33	152	126
Conflicting Peds, #/hr	0	0	0	0	4	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	89	89	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	137	80	37	200	166

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	198	0	330	131
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1375	-	665	918
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	833	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1375	-	623	916
Mov Cap-2 Maneuver	-	-	-	-	623	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	781	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	5.31	14.82
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	729	-	-	1229	-
HCM Lane V/C Ratio	0.502	-	-	0.058	-
HCM Ctrl Dly (s/v)	14.8	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	2.8	-	-	0.2	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	164	1101	56	117	594
Future Volume (vph)	25	164	1101	56	117	594
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	115		210	210	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3539	1583	1770	3539
Link Speed (mph)	30		45			45
Link Distance (ft)	330		756			483
Travel Time (s)	7.5		11.5			7.3
Peak Hour Factor	0.87	0.87	0.96	0.96	0.97	0.97
Adj. Flow (vph)	29	189	1147	58	121	612
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	189	1147	58	121	612
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			18
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	164	1101	56	117	594
Future Vol, veh/h	25	164	1101	56	117	594
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	115	-	210	210	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	96	96	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	189	1147	58	121	612

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1694	573	0	0	1205	0
Stage 1	1147	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	84	462	-	-	575	-
Stage 1	265	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	66	462	-	-	575	-
Mov Cap-2 Maneuver	178	-	-	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.52	0	2.13
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	178	462	575	-
HCM Lane V/C Ratio	-	-	0.162	0.408	0.21	-
HCM Ctrl Dly (s/v)	-	-	29.1	18	12.9	-
HCM Lane LOS	-	-	D	C	B	-
HCM 95th %tile Q(veh)	-	-	0.6	2	0.8	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	31	160	52	42	140	45
Future Volume (vph)	31	160	52	42	140	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.887				0.967	
Flt Protected				0.973	0.964	
Satd. Flow (prot)	1636	0	0	1812	1687	0
Flt Permitted				0.973	0.964	
Satd. Flow (perm)	1636	0	0	1812	1687	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	330			436	705	
Travel Time (s)	7.5			9.9	16.0	
Confl. Peds. (#/hr)					3	1
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.81	0.81	0.86	0.86	0.94	0.94
Heavy Vehicles (%)	3%	3%	2%	2%	5%	5%
Adj. Flow (vph)	38	198	60	49	149	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	236	0	0	109	197	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	160	52	42	140	45
Future Vol, veh/h	31	160	52	42	140	45
Conflicting Peds, #/hr	0	0	0	0	3	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	86	86	94	94
Heavy Vehicles, %	3	3	2	2	5	5
Mvmt Flow	38	198	60	49	149	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	236	0	310	138
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	-	-	4.12	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.218	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1331	-	676	902
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	850	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1331	-	643	902
Mov Cap-2 Maneuver	-	-	-	-	643	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	808	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.33	12.27
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	691	-	-	996	-
HCM Lane V/C Ratio	0.285	-	-	0.045	-
HCM Ctrl Dly (s/v)	12.3	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	37	147	642	31	161	651
Future Volume (vph)	37	147	642	31	161	651
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	115		210	210	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1553	3539	1583	1752	3505
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	1553	3539	1583	1752	3505
Link Speed (mph)	30		45			45
Link Distance (ft)	330		756			483
Travel Time (s)	7.5		11.5			7.3
Peak Hour Factor	0.96	0.96	0.92	0.92	0.97	0.97
Heavy Vehicles (%)	4%	4%	2%	2%	3%	3%
Adj. Flow (vph)	39	153	698	34	166	671
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	153	698	34	166	671
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			18
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	147	642	31	161	651
Future Vol, veh/h	37	147	642	31	161	651
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	115	-	210	210	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	92	92	97	97
Heavy Vehicles, %	4	4	2	2	3	3
Mvmt Flow	39	153	698	34	166	671

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1365	349	0	0	732	0
Stage 1	698	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Critical Hdwy	6.88	6.98	-	-	4.16	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	-	-	2.23	-
Pot Cap-1 Maneuver	136	641	-	-	862	-
Stage 1	450	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	110	641	-	-	862	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	376	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.53	0	2.02
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	237	641	862	-
HCM Lane V/C Ratio	-	-	0.163	0.239	0.193	-
HCM Ctrl Dly (s/v)	-	-	23.2	12.4	10.2	-
HCM Lane LOS	-	-	C	B	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0.9	0.7	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	56	167	71	33	190	126
Future Volume (vph)	56	167	71	33	190	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.899				0.946	
Flt Protected				0.967	0.971	
Satd. Flow (prot)	1675	0	0	1801	1711	0
Flt Permitted				0.967	0.971	
Satd. Flow (perm)	1675	0	0	1801	1711	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	330			436	705	
Travel Time (s)	7.5			9.9	16.0	
Confl. Peds. (#/hr)					4	2
Confl. Bikes (#/hr)						4
Peak Hour Factor	0.92	0.92	0.89	0.89	0.76	0.76
Adj. Flow (vph)	61	182	80	37	250	166
Shared Lane Traffic (%)						
Lane Group Flow (vph)	243	0	0	117	416	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	10.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	56	167	71	33	190	126
Future Vol, veh/h	56	167	71	33	190	126
Conflicting Peds, #/hr	0	0	0	0	4	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	89	89	76	76
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	182	80	37	250	166

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	242	0	352	154
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1324	-	645	892
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	833	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1324	-	603	891
Mov Cap-2 Maneuver	-	-	-	-	603	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	779	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	5.39	17.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	692	-	-	1229	-
HCM Lane V/C Ratio	0.601	-	-	0.06	-
HCM Ctrl Dly (s/v)	17.7	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	4	-	-	0.2	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	202	1101	56	158	594
Future Volume (vph)	25	202	1101	56	158	594
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	115		210	210	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3539	1583	1770	3539
Link Speed (mph)	30		45			45
Link Distance (ft)	330		756			483
Travel Time (s)	7.5		11.5			7.3
Peak Hour Factor	0.87	0.87	0.96	0.96	0.97	0.97
Adj. Flow (vph)	29	232	1147	58	163	612
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	232	1147	58	163	612
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			18
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	202	1101	56	158	594
Future Vol, veh/h	25	202	1101	56	158	594
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	115	-	210	210	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	96	96	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	232	1147	58	163	612

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1779	573	0	0	1205	0
Stage 1	1147	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	73	462	-	-	575	-
Stage 1	265	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	53	462	-	-	575	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	352	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21.68	0	2.88
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	161	462	575	-
HCM Lane V/C Ratio	-	-	0.178	0.502	0.283	-
HCM Ctrl Dly (s/v)	-	-	32.1	20.4	13.7	-
HCM Lane LOS	-	-	D	C	B	-
HCM 95th %tile Q(veh)	-	-	0.6	2.8	1.2	-

Bowman

Table 2 Queue Summary

LOCATION	SCENARIO	TIME	WBL		WBR		NBLTR		NBR		SBL	
			LENGTH	STORAGE	LENGTH	STORAGE	LENGTH	STORAGE	LENGTH	STORAGE	LENGTH	STORAGE
SW 160 Avenue & S New River Circle	Existing	AM	3'		-	-	23'		-	-	-	-
		PM	5'		-	-	70'		-	-	-	-
	Background	AM	3'		-	-	23'		-	-	-	-
		PM	5'		-	-	70'		-	-	-	-
	Total	AM	3'		-	-	30'		-	-	-	-
		PM	5'		-	-	100'		-	-	-	-
Weston Road & S New River Circle	Existing	AM	13'		18'	115'	-	-	0'	210'	13'	210'
		PM	15'		48'		-	-	0'		20'	
	Background	AM	13'		18'	115'	-	-	0'	210'	13'	210'
		PM	15'		50'		-	-	0'		20'	
	Total	AM	15'		23'	115'	-	-	0'	210'	18'	210'
		PM	15'		70'		-	-	0'		30'	

Conclusion

Based on the analysis presented herein, assuming that all project traffic enters and exits the site from and to the north, respectively, the proposed development will not have a significant impact at the intersections located north of the site. The study intersections currently operate, as are expected to continue to operate, at an acceptable overall level of service with the additional traffic from the proposed development.

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

Sincerely,

_____

Natalia Thais Lercari, P.E.
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State of Florida, Board of Professional Engineers

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