



DEVELOPMENT SERVICES

David L. Recor, ICMA-CM, Development Services Director

E: david.recor@copbfl.com | P: 954.786.4664 | F: 954.786.4504

April 23, 2020

Ms. Josie P. Sesodia, Director
Planning and Development Management Division
Environmental Protection and Growth Management Department
1 North University Drive, Box 102A
Plantation, FL 33324

RE: Plat Note Amendment, amending the Use Notation Included in the Renteria Inc Plat – Letter of No Objection and NVAL Change

Ms. Sesodia:

The City of Pompano Beach has no objection to amending the use notation included in the Renteria Inc Plat (Plat Book 166, Page 33 of the public records of Broward County). The change to the Plat is, as follows:

From:

THIS PLAT IS RESTRICTED TO 9347 SQUARE FEET OF COMMERCIAL USE ON PARCEL "A", (4130 SQUARE FEET PROPOSED AND 5217 SQUARE FEET EXISTING) AND NO DEVELOPMENT ON PARCEL "B".

To:

THIS PLAT IS RESTRICTED TO 15,000 SQUARE FEET OF COMMUNITY FACILITY USE ON PARCEL "A", AND NO DEVELOPMENT ON PARCEL "B".

The City has no objection to these changes on the Plat. Pursuant to the City's Code of Ordinances (155.2410 G.1.b.), the Development Services Director is authorized to approve minor deviations to Plats administratively for developments under 100 units and/or 100,000 square feet of non-residential gross floor area that increase the approved level of approved development by no more than 20 percent. This plat note amendment concerning the use notation is minor in nature since it is replacing "Commercial Use" with "Community Facility Use." Staff has reviewed the applicant's Impact Analysis (see Exhibit A attached) and determined that the change would result in de minimis impact. As a result, this request does not require the re-review by the City Commission.

The applicant has also submitted a request to change the NVAL restriction from the description and sketch included in Exhibit B (attached) to the description and sketch included in Exhibit C.

Letter of No Objection
Development Services Department
Planning and Zoning No. 20-14000007
Page 2

The City has no objection to these changes on the Plat. If you have any questions, please contact Maggie Barszewski at 954-786-7921.

Yours truly,

THE CITY OF POMPANO BEACH

DocuSigned by:

David Recor

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David L. Recor, ICMA-CM
Development Services Director

Enclosures



Exhibit A

IMPACT ANALYSYS

Renteria Inc. Plat Note Amendment

Based on Broward County Transportation System Concurrency publication (attached), Appendix A specifies PM/Peak Hour rates for land use. An analysis was made of the existing plat restriction note and the proposed restriction based on the county adopted rates. The analysis found that the proposed Community Facility impact which would be appropriate for the Senior Center is far less than the permitted commercial as demonstrated below. While the actual square feet are more for the proposed use the impact is much less and should be taken into account when requesting an administrative review.

EXISTING NOTE

THIS PLAT IS RESTRICTED TO 9347 SQUARE FEET OF COMMERCIAL USE ON PARCEL "A", (4130 SQUARE FEET PROPOSED AND 5217 SQUARE FEET EXISTING) AND NO DEVELOPMENT ON PARCEL "B".

Rate: 10.85 PM/PH per 1,000 square feet Commercial LT 20K

$$10.85 \times 9.3 = \mathbf{101} \text{ PM/PH Trips}$$

PROPOSED NOTE

THIS PLAT IS RESTRICTED TO 15,000 SQUARE FEET OF COMMUNITY FACILITY USE ON PARCEL "A", AND NO DEVELOPMENT ON PARCEL "B".

Rate: 1.45 PM/PH per 1,000 square feet Community Facility

$$1.45 \times 15 = \mathbf{22} \text{ PM/PH Trips}$$

Transportation Concurrency System

The Transportation Concurrency Management System divides Broward County into 10 Concurrency Districts (**see Concurrency District Map**). Two (2) of these districts (Northwest and Southwest Districts) maintain the existing roadway concurrency system. The remaining eight (8) districts are designated as Transportation Concurrency Districts. The District boundaries, as well as the transit improvements within the districts, are the result of extensive consultations with the municipalities. Transportation Concurrency assessments are based on a five-year Transit Development Plan (TDP) adopted by the County Commission. The Transportation Concurrency Assessment is calculated as the total peak-hour trip generation of the proposed development, multiplied by a constant dollar figure for each District, that represents the cost per trip of all the TDP enhancements in that District. The revenues from Transportation Concurrency Assessments must be used to fund transit enhancements in the District.

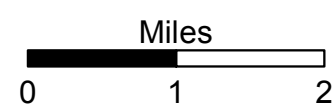
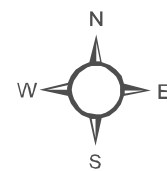
The table titled **Examples of Transportation Concurrency Fees by Land Use and District** shows examples of transportation concurrency assessments for various land uses in the eight (8) Transportation Concurrency Districts. In order to calculate a transportation concurrency fee, a proposed use must be multiplied by the peak hour trips generation rate as shown in **TRIP Rates by Land Use**. Once the number of trips has been calculated, the number (rounded to the nearest hundredth) is multiplied by the appropriate Trip Length Factor **and** multiplied by the Cost per Trip by District. (**see Trip Length Factors and Cost per Trip by District Table and 10% Credit Criteria**). Refer to the **Concurrency District Map** to determine which district the proposed site is located within.

It is important to note, however, that **there are opportunities for substantial credit against these fees for projects which are designed to encourage transit usage**. The criteria for credit are addressed in the Administrative Code. In addition, the program provides waivers for “low” and “very low” affordable housing and for governmental uses which promote the health and safety needs of the general public. Within the new Transportation Concurrency Districts, instead of assessing concurrency at the plat stage, the system assesses development prior to the application for a building permit. This broadens the County’s concurrency program to cover all new development and redevelopment, not only development subject to platting. Since the proposed concurrency assessments are calculated to represent mitigation for all project trips, no road or transit impact fees are assessed on projects paying transportation concurrency fees.

Prior to the application for a building permit with any local government within Broward County, an applicant must obtain a Transportation Concurrency Satisfaction Certificate from Broward County. No municipal government can accept a building permit application, or issue a building permit, unless the corresponding Transportation Concurrency Satisfaction Certificate is presented. Enforcement of the proposed concurrency system is connected to the County’s environmental review/approval of construction plans.

BROWARD COUNTY CONCURRENCY DISTRICTS

Concurrency District data from the
Development and Environmental Regulation Division



BROWARD COUNTY Prepared By:
GIS Section
Planning & Redevelopment Division
Environmental Protection and Growth Management Department

Northwest

North Central

Northeast

Sawgrass

Central

Eastern Core

Port/ Airport

Southwest

South Central

Southeast

Examples of Concurrency Fees by Land Use

Land Use	# of Trips/ Peak Hour (T/PH)	Trip Length Factor	Adjusted # of Trips/ Peak Hour (T/PH)	Cost Per Trip	Final Cost
50 Single Family Units	50.5	0.88	44.44	\$1,380	\$61,327
50 Garden Apartments	30	0.88	26.4	\$1,380	\$36,432
50,000 square feet Industrial	36	1.00	36.0	\$1,380	\$49,680
50,000 square feet Office	111.52	0.77	85.87	\$1,380	\$118,501
50,000 square feet Retail	397.4	0.65	258.31	\$1,380	\$356,468

Example: How to calculate the concurrency fee for a 50 Single Family unit project

- 1) Multiply the use (50 Single Family units) by trip generation rate* for single family (1.01 T/PH)= $50 \times 1.01 = 50.5$ T/PH
- 2) Apply trip length factor for residential use (.88) by multiplying 50.5 Trips x .88 = 44.44 T/PH
- 3) Multiply the adjusted number of peak hour trips (44.44) by the cost per trip (\$1,380) = **\$61,327**

NOTE: All trips are **p.m. peak hour trips (T/PH)**.

Trip generation rates used are those adopted by Broward County Commission for TRIPS model.

* For trip generation rates by land use, see table "Trip Rates by Land Use (Effective December 8, 2009)"

APPENDIX A - TRIP RATES BY LAND USE
EFFECTIVE DECEMBER 8, 2009

Land Use Type (units)	Trip Rate / P.M. Peak Hour
<u>Residential</u> (dwelling units)	
Single Family	1.01
Townhouse	0.66
Garden Apartment	0.60
Mobile Home	0.59
High Rise	0.37
Mid Rise	0.39
Retirement Community	0.24
Hotel	0.70
Timeshare	0.79
ALF	0.22
<u>Office, Institutional and Recreational</u> (1,000 sq. ft.)	
Office	
Less than 100,000 sq. ft.	$\ln(T) = 0.737 \ln(FA) + 1.831$
Greater than or Equal to 100,000 sq. ft.	$T = 1.12(FA) + 78.81$
Hospital	$T = 0.78(FA) + 186.59$
Bank (Free standing and/or drive-thru)	25.82
Church (weekday)	0.55
Community Facility	1.45
Library	7.30
Nursing Home (bed)	0.22
Elementary School (School)	85.00
Secondary School	1.08
Private School (no day care)	0.86
Passive Park (acre)	1.31
Active Park (acre)	3.34
Marina (boat berth)	0.19
Golf Course (acre)	0.30
<u>Industrial</u> (1,000 sq. ft.)	
General Industrial (Permits up to 30% Office)	0.72
General Industrial (acre)	8.45
Mini-warehouse	0.26
Industrial/Showroom (Permits up to 30% Commercial)	1.29
Industrial/Office (Up to 50% Office)	1.09
<u>Commercial/Retail</u> (1,000 sq. ft.)	
Restaurant	9.90
Fast Food Restaurant	19.15 (43% pass-by)
Convenience Store	22.30 (60% pass-by)
Service Station w/ Conv. Store (fuel positions)	10.07 (26.5% pass-by)
Drug Store	9.73
Day Care	12.46
Auto Dealership	2.59
Health/Fitness Club	3.53
Nursery/Garden Center	3.80
Auto Care Center	3.38
Commercial Recreation (acre)	5.77
Commercial LT 20,000 sq. ft.	10.85
Commercial GE 20,000 sq. ft.	$\ln(T) = 0.66 \ln(FA) + 3.403$

NOTE: For uses not listed above, consult with staff.

Trip Length Factors and Cost Per TRIP by District and 10% Credit Criteria

Trip Length Factors by Land Use

Industrial	1.00
Residential	0.88
Office, hospital, nursing home, park	0.77
Retail, bank, church, day care	0.65
Community facility, library, school, marina, golf course	0.59

Cost Per TRIP by District

Concurrency District	¥ Fee per Peak-Hour Trip
Northeast	\$1,380
North Central	\$1,380
Eastern Core	\$1,380
Port/Airport	\$1,380
Central	\$1,380
Sawgrass	\$1,380
Southeast	\$1,380
South Central	\$1,380

¥ Effective October 24, 2012, the same fee per peak hour trip will be applied to all concurrency districts.

10 % Credit Criteria (contact staff for further credits)

Project Site within ¼ mile of BCT bus route: (existing or programmed) unless the proposed development is an auto-oriented use*.

*Auto-oriented uses include: automobile sales, service, repairs, leasing, storage, washing, parts sales, and similar uses for other motorized vehicles, including trucks and motorcycles; gasoline stations and/or convenience stores; banks with drive-thru windows; retail stores and restaurants with drive-thru windows; towing services; RV and travel trailer parks; and truck stops.

Transit Concurrency Credits

LEVEL ONE

CRITERIA

A	Auto-oriented uses excluded ¹
B	Project site is within ¼ mile of BCT bus route (existing or programmed) or within ½ mile of an existing Regional Transit Center, Major Transit Hub or rail station ²

LEVEL TWO

A	Auto-oriented uses excluded ¹
B	Resid. density > 7 units/acre Non-res. FAR > 0.25 ³
C	Project site is within ¼ mile walking distance (no barriers) of BCT bus route (existing or programmed), or within ½ mile (straight-line distance) of an existing Regional Transit Center, Major Transit Hub or rail station ²
D	No more ⁴ parking spaces than minimum required by local regulations.
E	Inverted U bike racks, or equivalent, at least 1 per 20 auto spaces, minimum of 2. ⁵
F	Record document against property as notice of obligations.

LEVEL THREE

A	Auto-oriented uses, SF, self storage, warehouses excluded ¹
B	Resid. density > 10 units/acre Non-res. FAR > 0.5 ³
C	Project site is within ¼ mile walking distance (no barriers) of BCT bus route (existing or programmed), or within ½ mile (straight-line distance) of an existing Regional Transit Center, Major Transit Hub or rail station ²
D	Purchase monthly transit passes. ⁶
E	No more ⁴ parking spaces than minimum required by local regulations.
F	Inverted U bike racks, or equivalent, at least 1 per 10 auto spaces, minimum of 2 ⁵
G	All surface parking lots are in rear or on side of building ⁷
H	Buildings are oriented to street if collector or arterial. ⁸
I	Pedestrian path to reach transit meets minimum criteria ⁹
J	Internal pedestrian connections, meeting minimum criteria, between all principal buildings and each adjacent street with existing or programmed transit service ¹⁰
K	Recorded agreement among County, City and property owner(s) to enforce criteria. Default enables County to lien property for value of credit plus interest. City agrees to withhold C.O.s if notified by County that owner is not in compliance.

LEVEL FOUR

A	Auto-oriented uses, SF, self storage, warehouses excluded ¹
B	Mixed-use development with overall FAR > 1.0. ¹¹
C	Project site is within ¼ mile walking distance (no barriers) of BCT bus route (existing or programmed), or within ½ mile (straight-line distance) of an existing Regional Transit Center, Major Transit Hub or rail station ²
D	Purchase monthly transit passes. ⁶
E	Project is designed with on-site transit passenger facility, or, project provides private feeder service to public transit ¹²
F	No more parking spaces than minimum required by local regulations. ⁴
G	Inverted U bike racks, or equivalent, at least 1 per 10 auto spaces, covered ⁵
H	All surface parking lots are in rear or on side of building ⁷
I	Buildings are oriented to street if collector or arterial. ⁸
J	Pedestrian path to reach transit meets advanced criteria ¹³
K	Internal pedestrian connections, meeting advanced criteria, between all principal buildings and each adjacent street with existing or programmed transit service. ¹³
L	Recorded agreement among County, City and property owner(s) to enforce criteria. Default enables County to lien property for value of credit plus interest. City agrees to withhold C.O.s if notified by County that owner is not in compliance.

¹Auto-oriented uses include: automobile sales, service, repairs, leasing, storage, washing, parts sales, and similar uses for other motorized vehicles, including trucks and motorcycles; gasoline stations and/or convenience stores; banks with drive-thru windows; retail stores and restaurants with drive-thru windows; towing services; RV and travel trailer parks; and truck stops.

²Majority of site is within ¼ mile of BCT fixed route service, existing or included in adopted County Transit Program (CTP), or is within the service area of the Broward Urban Shuttle, a free on-demand door-to-door minibus service. Except for Level One, ¼ mile is measured as walking distance, and without having to cross walls, fences, waterbodies, limited access roadways, or any similar barriers. Site can also be within ½ mile straight-line distance of an existing Regional Transit Center, or Major Transit Hub, as shown in the Long Range Transportation Plan, or an existing rail station.

³Floor area ratio (FAR) calculations are based on the Net Site Area, which is the entire acreage of the site located inside the parcel boundary. Residential density is based on gross acreage as defined in the Plan Implementation Requirements of the Broward County Land Use Plan. An application to qualify under Levels Two or Three, for a development involving both residential and non-residential uses, would need to satisfy the minimum density requirement for the residential portion, and the FAR requirement as applied to the whole development.

⁴If municipal regulations do not contain a minimum number of required parking spaces, then the analogous requirement from the Broward County Zoning Code shall be used.

⁵Bicycle parking for employees and/or customers shall be situated at least as conveniently as the most convenient non-ADA motor vehicle parking area. Bicycle and motor vehicle parking areas shall be separated by a physical barrier or sufficient distance to protect parked bicycles from damage by motor vehicles.

⁶Must purchase 3 years of BCT monthly passes, in a quantity as shown below. Total payment to be made prior to recordation of the agreement. Delivery of passes to begin when requested by developer. Payment guarantees passes regardless of potential fare increases, for up to five years after payment.

Level 3: 4 passes for each 25,000 square feet GFA, minimum of 4.

Level 4: 8 passes for each 25,000 square feet GFA, minimum of 8.

⁷No off-street surface parking shall be located between the front façade of any building and the primary adjacent street.

⁸If the property abuts a collector or arterial street, then the building(s) adjacent to that street shall have at least one main building entrance oriented to that street. Such an entrance shall not require a pedestrian to first pass through a garage, parking structure, parking lot or loading area to gain access to the entrance from the street, but the entrance may be through a porch, breezeway, arcade, antechamber, portico, outdoor plaza or similar architectural features. The entrance shall be visible from the street and no further back from the front of the building than one-half the depth of the building. Entrances set back from the sidewalk shall have a well-demarcated walkway leading to them.

If a building has frontage on more than one collector and/or arterial street, then this requirement shall pertain to the street which has an existing or programmed BCT bus route. If there is frontage on multiple collectors and/or arterials with such transit service, then the applicant may chose to which of these this requirement applies. If none of the collectors and/or arterials on which the property abuts has such transit service, then the applicant may chose to which of these this requirement applies.

A building may have more than one main building entrance oriented to a collector and/or arterial street, and may have other entrances in addition.

⁹Minimum pedestrian criteria include 5-foot unobstructed width on and adjacent to site, and wherever right-of-way is available off-site; and 5-foot overall width elsewhere.

¹⁰Principal Building is as defined in the Plan Implementation Requirements of the Broward County Land Use Plan.

¹¹The project shall include residential and at least one of the following non-residential uses: commercial, commercial recreation, community facility, office. Each of the two required uses shall constitute at least 10% of the total floor area. The combined FAR of all uses shall be greater than 1.0. The residential density must exceed 16 units/acre.

¹²An on-site transit passenger facility that is not in the public right-of-way must be connected to a BCT or Community Bus Service bus stop by an exterior accessible route in compliance with the Americans with Disabilities Act Accessibility Guidelines (ADA). The transit passenger facility is a designated waiting area that must have, at a minimum, a bus shelter or canopy that provides protection from the elements, bench seating and trash receptacle. It must be located close to the bus stop in a highly visible and well lit area that is accessible to a location in the public right-of-way that can accommodate a standard 40-foot or articulated 60-foot bus. Route deviation to serve

this facility is discouraged, but in any case shall not increase scheduled travel time by more than five minutes.

Private bus feeder service, if provided, must service the project site to a location in the public right-of-way where there is an accessible BCT bus stop. Both private bus feeder service and vehicles must meet ADA regulations and run a fixed-route, fixed-schedule or on-demand, on-call type of service. Service must be provided a minimum of four trips a day, at least three days a week. Service routes, policies and standards must be approved and coordinated with the Mass Transit Division.

¹³Advanced pedestrian criteria include 8-foot unobstructed width on and adjacent to site, and wherever right-of-way is available off-site; and 6-foot overall width elsewhere. All street crossings along the pedestrian path, including the street corners and their approaches, shall be illuminated.

Section 4.

DEGREE OF CREDIT AVAILABLE BASED ON LEVEL OF MITIGATION AND PROJECT LOCATION

For development located:	WITHIN DESIGNATED LAND USE PLAN CATEGORIES*	WITHIN ALL OTHER LAND USE PLAN CATEGORIES
Meeting all criteria for:		
Level 1	10%	10%
Level 2	25%	20%
Level 3	40%	30%
Level 4	50%	40%

*Designated categories are:

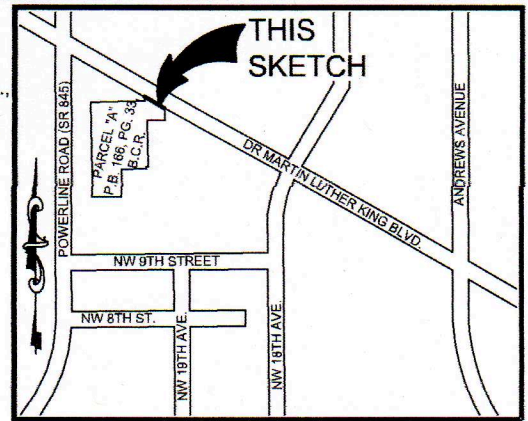
- (1) Transit Oriented Development (TOD);
- (2) Transit Oriented Corridor (TOC); and
- (3) Local Activity Center (LAC) on a corridor with existing, or programmed for, premium bus service in the adopted County Transit Program, or including a rail station.

LEGAL DESCRIPTION:

THAT CERTAIN NON-VEHICULAR ACCESS LINE ALONG THE SOUTH RIGHT OF WAY LINE OF DR. MARTIN LUTHER KING BOULEVARD (HAMMONDVILLE ROAD) AND THE NORTH LINE OF PARCEL "A", RENTERIA INC., PLAT, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 166, PAGE 33, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; SAID PORTION BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID PARCEL "A"; THENCE ALONG SAID SOUTH RIGHT OF WAY, SAID NORTH LINE OF PARCEL "A", AND SAID NON-VEHICULAR ACCESS LINE, NORTH 53°17'02" WEST, 112.87 FEET TO THE POINT OF TERMINUS OF SAID NON-VEHICULAR ACCESS LINE.

SAID LAND LYING IN THE CITY OF POMPANO BEACH, BROWARD COUNTY, FLORIDA.



LOCATION MAP:
NOT TO SCALE

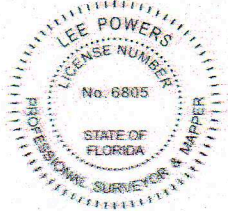
SURVEY NOTES:

1. THE LEGAL DESCRIPTION SHOWN HEREON WAS PREPARED BY THE SURVEYOR.
2. KEITH AND ASSOCIATES, INC. CERTIFICATE OF AUTHORIZATION NUMBER IS L.B.#6860.
3. THIS SKETCH IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
4. IT IS A VIOLATION OF THE STANDARDS OF PRACTICE PURSUANT TO RULE 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE TO ALTER THIS SURVEY WITHOUT THE EXPRESS PRIOR WRITTEN CONSENT OF THE SURVEYOR. ADDITIONS AND/OR DELETIONS MADE TO THE FACE OF THIS SURVEY WILL MAKE THIS SURVEY INVALID.
5. THIS SKETCH AND DESCRIPTION DOES NOT CONSTITUTE A BOUNDARY SURVEY.
6. BEARINGS SHOWN HEREON ARE BASED ON AN ASSUMED BEARING OF SOUTH 00°02'11" EAST ALONG THE EAST LINE OF PARCEL "A", RENTERIA INC., PLAT, AS RECORDED IN PLAT BOOK 166, ON PAGE 33, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
7. LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHTS OF WAY, EASEMENTS, OWNERSHIP, OR OTHER INSTRUMENTS OF RECORD.
8. THE INTENDED DISPLAY SCALE FOR THIS SKETCH IS 1"=30' OR SMALLER.

CERTIFICATION:

I HEREBY CERTIFY THAT THE ATTACHED SKETCH & DESCRIPTION OF THE HEREON DESCRIBED PROPERTY IS DEPICTED TO THE BEST OF MY KNOWLEDGE AND BELIEF AND THE INFORMATION AS WRITTEN UNDER MY DIRECTION ON MARCH 17, 2020 MEETS THE STANDARDS OF PRACTICE PURSUANT TO RULE 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE AS APPLICABLE TO SECTION 472.027, FLORIDA STATUTES, SUBJECT TO THE QUALIFICATIONS NOTED HEREON.

KEITH & ASSOCIATES, INC.
CONSULTING ENGINEERS



Digitally signed
by Lee Powers
Date:
2020.03.31
16:14:57 -04'00'

LEE POWERS
PROFESSIONAL SURVEYOR AND MAPPER
REGISTRATION No. 6805
STATE OF FLORIDA

SKETCH & DESCRIPTION

THAT CERTAIN NON-VEHICULAR ACCESS LINE LYING ALONG THE NORTHERLY LINE OF PARCEL "A" RENTERIA INC., PLAT P.B. 166, PG. 33, B.C.R.

POMPANO BEACH, BROWARD COUNTY, FLORIDA

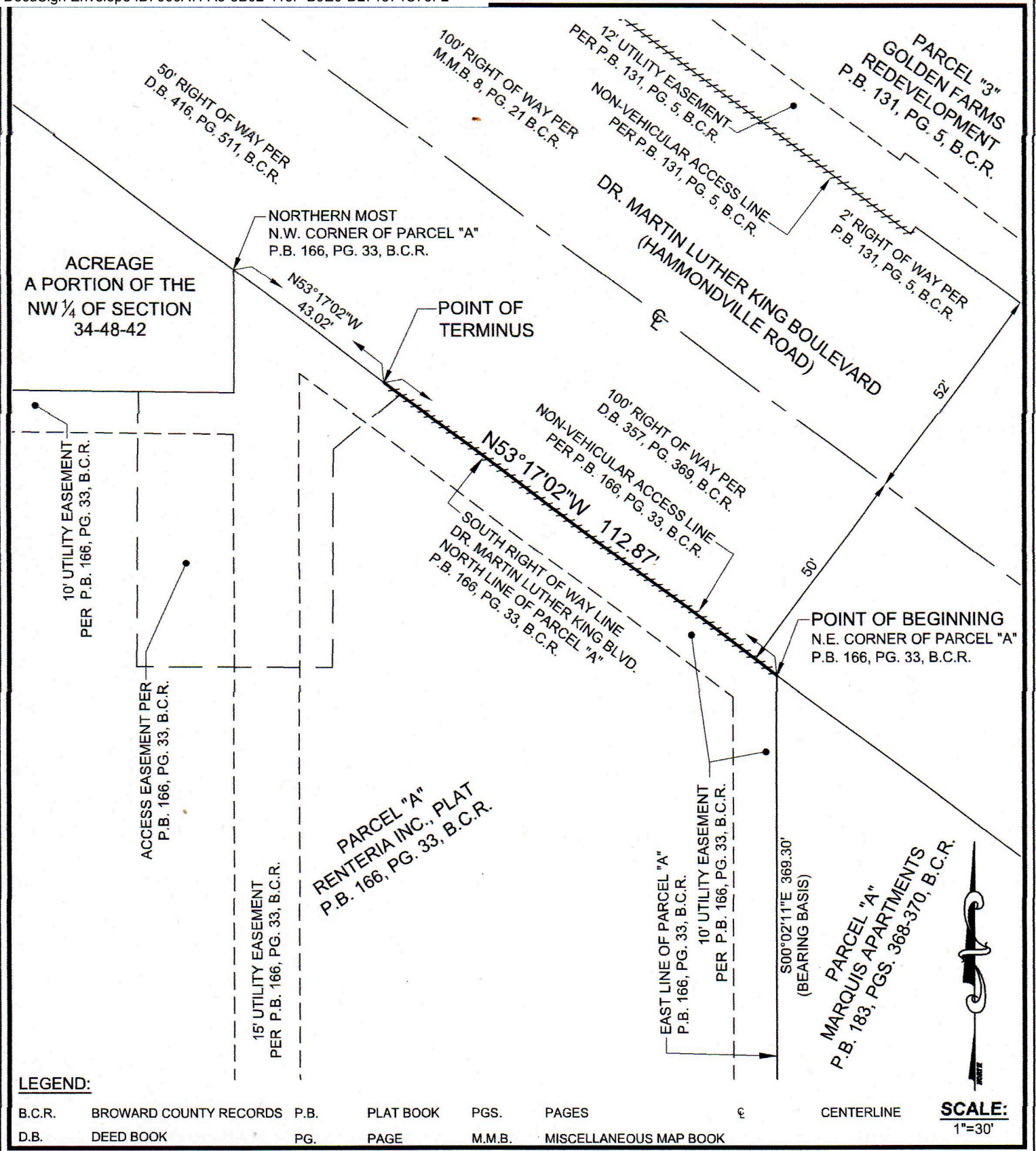


301 EAST ATLANTIC BOULEVARD
POMPANO BEACH, FLORIDA 33060-6643
(954) 788-3400
EMAIL: mail@KEITHteam.com LB NO. 6860

SHEET 1 OF 2
DRAWING NO. 10520.70-SKETCH & DESCRIPTION.DWG

DATE 03/17/20
SCALE 1"=30'
FIELD BK. N/A
DWNG. BY DB
CHK. BY LP

DATE	REVISIONS



LEGEND:

B.C.R.	BROWARD COUNTY RECORDS	P.B.	PLAT BOOK	PGS.	PAGES	☉	CENTERLINE
D.B.	DEED BOOK	PG.	PAGE	M.M.B.	MISCELLANEOUS MAP BOOK		

SCALE:
1"=30'

<p>SKETCH & DESCRIPTION</p> <p>THAT CERTAIN NON-VEHICULAR ACCESS LINE LYING ALONG THE NORTHERLY LINE OF PARCEL "A" RENTERIA INC., PLAT P.B. 166, PG. 33, B.C.R.</p> <p>POMPANO BEACH, BROWARD COUNTY, FLORIDA</p>	 <p>301 EAST ATLANTIC BOULEVARD POMPANO BEACH, FLORIDA 33060-6643 (954) 788-3400 EMAIL: mail@KEITHteam.com LB NO. 6860</p> <p>SHEET <u>2</u> OF <u>2</u> DRAWING NO. <u>10920.70-SKETCH & DESCRIPTION.DWG</u></p>	DATE	03/17/20	DATE	REVISIONS
		SCALE	1"=30'		
		FIELD BK.	N/A		
		DWNG. BY	DB		
		CHK. BY	LP		

LEGAL DESCRIPTION:

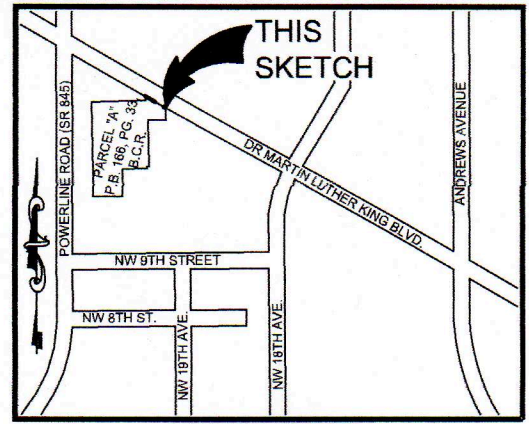
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TOGETHER WITH:

COMMENCING AT THE AFOREMENTIONED REFERENCE POINT "A"; THENCE ALONG SAID SOUTH RIGHT OF WAY AND SAID NORTH LINE OF PARCEL "A", NORTH 53°17'02" WEST, 75.00 FEET TO THE POINT OF BEGINNING OF SAID NON-VEHICULAR ACCESS LINE; THENCE CONTINUE ALONG SAID SOUTH AND NORTH LINES NORTH 53°17'02" WEST, 77.18 FEET TO THE NORTHERN MOST NORTHWEST CORNER OF SAID PARCEL "A" AND THE POINT OF TERMINUS OF SAID NON-VEHICULAR ACCESS LINE.

SAID LAND LYING IN THE CITY OF POMPANO BEACH, BROWARD COUNTY, FLORIDA.



LOCATION MAP:
NOT TO SCALE

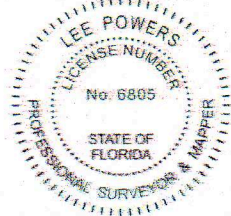
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3. THIS SKETCH IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
4. IT IS A VIOLATION OF THE STANDARDS OF PRACTICE PURSUANT TO RULE 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE TO ALTER THIS SURVEY WITHOUT THE EXPRESS PRIOR WRITTEN CONSENT OF THE SURVEYOR. ADDITIONS AND/OR DELETIONS MADE TO THE FACE OF THIS SURVEY WILL MAKE THIS SURVEY INVALID.
5. THIS SKETCH AND DESCRIPTION DOES NOT CONSTITUTE A BOUNDARY SURVEY.
6. BEARINGS SHOWN HEREON ARE BASED ON AN ASSUMED BEARING OF SOUTH 00°02'11" EAST ALONG THE EAST LINE OF PARCEL "A", RENTERIA INC., PLAT, AS RECORDED IN PLAT BOOK 166, ON PAGE 33, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
7. LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHTS OF WAY, EASEMENTS, OWNERSHIP, OR OTHER INSTRUMENTS OF RECORD.
8. THE INTENDED DISPLAY SCALE FOR THIS SKETCH IS 1"=30' OR SMALLER.

CERTIFICATION:

I HEREBY CERTIFY THAT THE ATTACHED SKETCH & DESCRIPTION OF THE HEREON DESCRIBED PROPERTY IS DEPICTED TO THE BEST OF MY KNOWLEDGE AND BELIEF AND THE INFORMATION AS WRITTEN UNDER MY DIRECTION ON MARCH 17, 2020 MEETS THE STANDARDS OF PRACTICE PURSUANT TO RULE 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE AS APPLICABLE TO SECTION 472.027, FLORIDA STATUTES, SUBJECT TO THE QUALIFICATIONS NOTED HEREON.

KEITH & ASSOCIATES, INC.
CONSULTING ENGINEERS



Digitally signed
by Lee Powers
Date:
2020.03.31
16:14:28 -04'00'

LEE POWERS
PROFESSIONAL SURVEYOR AND MAPPER
REGISTRATION No. 6805
STATE OF FLORIDA

SKETCH & DESCRIPTION

NON-VEHICULAR ACCESS LINE LYING
ALONG THE NORTHERLY LINE OF
PARCEL "A"
RENERIA INC., PLAT
P.B. 166, PG. 33, B.C.R.

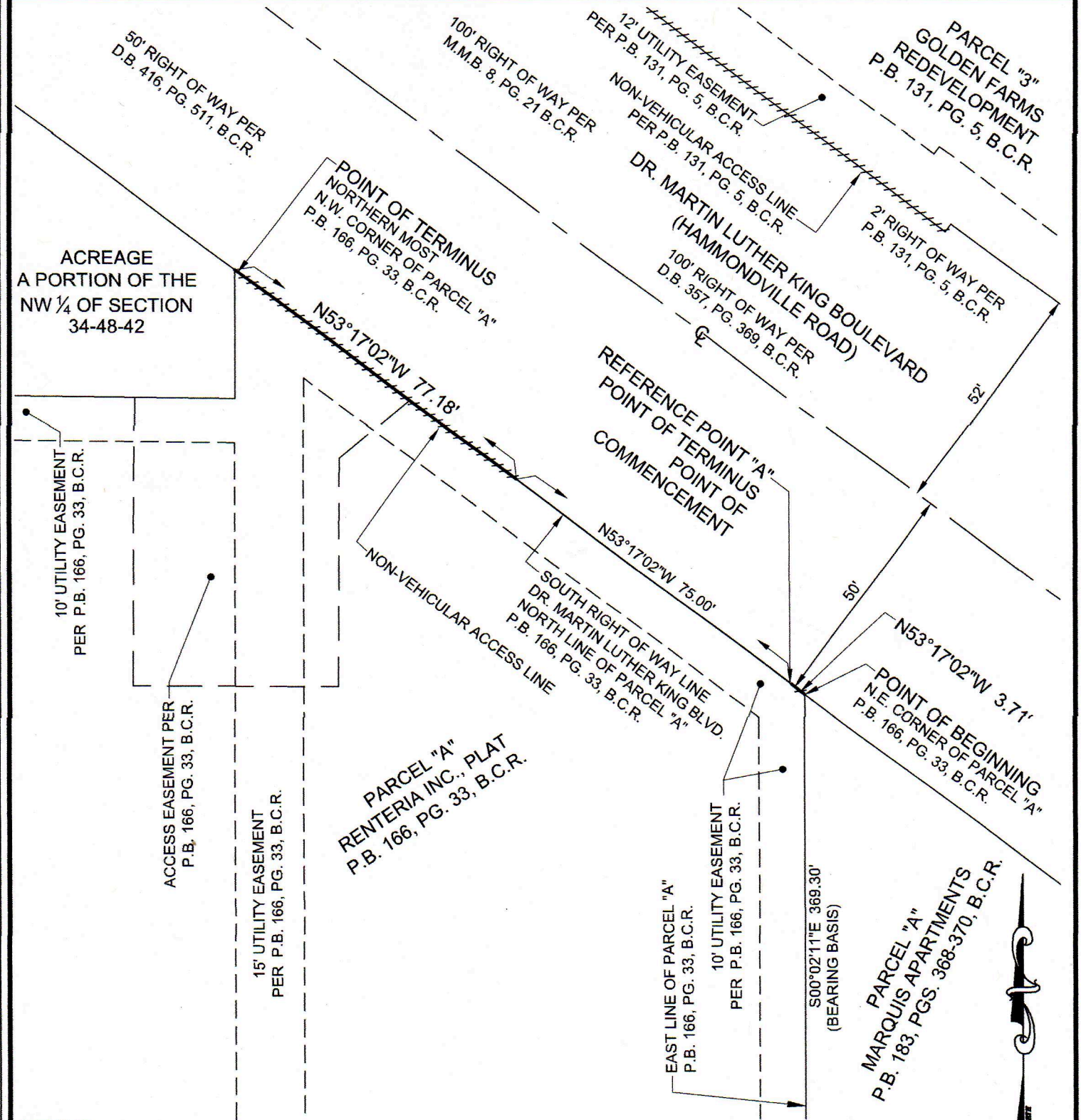
POMPANO BEACH, BROWARD COUNTY, FLORIDA



301 EAST ATLANTIC BOULEVARD
POMPANO BEACH, FLORIDA 33060-6643
(954) 788-3400
EMAIL: mail@KEITHteam.com LB NO. 6860

SHEET 1 OF 2
DRAWING NO. 10626.70-SKETCH & DESCRIPTION.DWG

DATE	03/17/20	DATE	REVISIONS
SCALE	1"=30'		
FIELD BK.	N/A		
DWNG. BY	DB		
CHK. BY	LP		



LEGEND:

B.C.R.	BROWARD COUNTY RECORDS	P.B.	PLAT BOOK	PGS.	PAGES	⊕	CENTERLINE
D.B.	DEED BOOK	PG.	PAGE	M.M.B.	MISCELLANEOUS MAP BOOK		

SCALE:
1"=30'

SKETCH & DESCRIPTION
 NON-VEHICULAR ACCESS LINE LYING
 ALONG THE NORTHERLY LINE OF
 PARCEL "A"
 RENTERIA INC., PLAT
 P.B. 166, PG. 33, B.C.R.
 POMPANO BEACH, BROWARD COUNTY, FLORIDA

KEITH
 301 EAST ATLANTIC BOULEVARD
 POMPANO BEACH, FLORIDA 33060-6643
 (954) 788-3400
 EMAIL: mail@KEITHteam.com LB NO. 6860
 SHEET 2 OF 2
 DRAWING NO. 10020.70-SKETCH & DESCRIPTION.DWG

DATE	03/17/20	DATE		REVISIONS
SCALE	1"=30'			
FIELD BK.	N/A			
DWNG. BY	DB			
CHK. BY	LP			