



Planning, Zoning & Building Department (941) 316-1966
 501 Bay Isles Road
 Longboat Key, Florida 34228
 Fax Number: (941) 373-7938
 Web: <http://www.longboatkey.org>

APPLICATION FOR SITE PLAN REVIEW

Date: 10/15/12 New _____ Revised

Name of Development: Mar Vista Restaurant Renovation

	Applicant	Engineer/Surveyor	Architect
Name	Ed Charles, Mar Vista Pub	LTA Engineers, LLC	Gene Aubrey
Address	P.O. Box 1478	1922 53 rd Ave East	410 Spring Ave
City, State Zip	Anna Maria, FL 34210	Bradenton, FL 34203	Anna Maria, FL 34210
Phone	941-778-1690	941-756-9100	941-778-0849
Fax		941-756-9119	
Mobile		941-526-3375	

Owner: Mar Vista Pub Inc Agent: LTA Engineers, LLC

Site Address: 760 Broadway Street North

Zoning District: C-1 Sq. Ft. of Site: 39,941 % Lot Coverage: 20.65%

Total Units: - Proposed Density: -

% Non-Open Space: 67.2% Max. Density Allowed: -

Proposed Development for Existing and New Buildings						
(Circle One)	Building	Building Use	Sq. Ft.	Height	# Floors	1 st Floor Elev.
Existing/New	Building A	OFC/STORAGE	1,793		2	
Existing/New	Building B	RESTAURANT	5,359		1	
Existing/New	Building B	RESTAURANT (2 nd floor)	1,978		1	
Existing/New	Building A	REMODEL UPSTAIRS INTO RECEPTION AREA AND ADD DECK	768	ADD TO	2ND FLE	

Parking Spaces Required: 45

Parking Spaces Indicated: 46

Please check all that apply:

Attached hereto are the necessary approvals of the federal, state, county and regional agencies.

Public Hearing Required. If hearing required, comment: _____

Proposed site plan complies with the Comprehensive Plan and Zoning Code.

Proposed site plan complies with the Subdivision Ordinance and Town Code.

Amount of Performance Bond Required: _____

Amount of Maintenance Bond Required: _____

Date of Pre-application Meeting: _____



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VERIFIED STATEMENT AND CERTIFICATE OF OWNERSHIP

Pursuant to Sections 158.095 and 158.097(C), Town of Longboat Key Town Code, I am submitting the following Verified Statement and Certificate of Ownership. This Verified Statement and Certificate of Ownership reflects each and every individual person having a legal ownership, interest in the subject property except publicly held corporations whose stock is traded on a nationally recognized stock exchange, in which case the name and address of the corporation and principal executive officers will be sufficient.

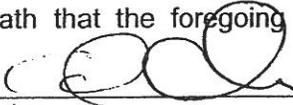
I hereby verify and certify that as of April 19, 2010, the following are all persons and/or entities having a legal ownership interest in the real property located at

760 BROADWAY ST., LONG BOAT KEY, FL 34228
(legal address)

Property Owners and/or shareholders:

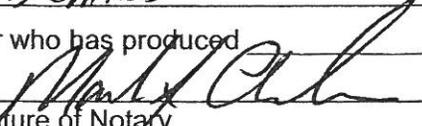
- 1. ED CHILES
 - 2. _____
 - 3. _____
 - 4. _____
- (Please attach additional sheets if necessary)

The undersigned does hereby state under oath that the foregoing information is true and correct.

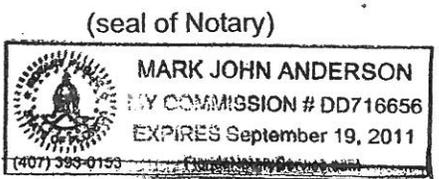

 Signature
ED CHILES
 Print Name
OWNER/PRESIDENT
 Title

State of FLORIDA
County of MANATEE

The foregoing instrument was acknowledged before me this 19 April, 2010, by ED CHILES (name and title), who is personally known to me or who has produced _____ as identification.


Signature of Notary

MARK J. ANDERSON
Print Name of Notary



March 5, 2013

Mr. Steve Schield
Town of Longboat Key
Planning, Zoning & Building Department
501 Bay Isles Road
Longboat Key, FL 34228

**RE: Mar Vista Restaurant Renovation
Site Plan Amendment Application
LTA Project No.: 417.03.01.10**

Dear Ric:

On behalf of our client, we are re-submitting the Site Plan Amendment Application for the Mar Vista Restaurant. The proposed amendment includes the following changes from the previously approved Site Plan Amendment:

- Reconfiguration and relocation of approved seating in the new upstairs outdoor dining area;
- Renovation to the existing bar and kitchen areas;
- Renovation of the existing retail areas;
- The addition of 11 seats – two within the bar and nine within the downstairs patio dining area;
- Relocation of the proposed stairways to access the second floor outdoor dining area;
- Relocation of the proposed elevator to provide ADA access to the second floor outdoor dining area;
- Removal of the 10 foot landscape buffer adjacent to Moore's Crab Shack;
- Retainage of the existing drive aisle and 6 parking spaces located on the east side of the existing restaurant and office/storage building;
- Addition of two new storage areas on the existing ground floor of the restaurant;
- Addition of a covered hostess station on the east side of the existing restaurant;
- Renovation of the existing office/storage structure to remove an apartment and add a private meeting room with a 768 s.f. deck addition overlooking the bay. Existing upstairs bathroom and kitchen area to remain as service to the guests;
- Revisions to the existing Stormwater Retention Area by raising the top of bank along Sarasota Bay by 0.25'. Replacement of proposed swale along eastern property line with a proposed berm;
- Revision to the associated lot coverage, open space, occupancy and parking calculations;

- Removal of two non-conforming parking spaces on Lois Avenue
- Addition of two boat slips as approved by FDEP.

Per the Town Code, the items of Section 158.095-099 are hereby acknowledged. Section 158.097, Application for Site Plan Approval is specifically being met in the following manner:

Section 158.097, Application for Site Plan Approval

Any application for site plan approval shall be submitted on a form provided by the town together with full payment of an application fee as set forth by resolution of the town commission and in addition shall include at least the following information, unless the planning and zoning official determines that one or more of the following elements do not apply to the particular development:

- (A) The character of use and the location and size of the site, including a current land survey with a complete legal description prepared and certified by a registered surveyor.

This information is provided on the Site Plan. An updated, signed and sealed survey is also provided as part of the application package. The existing conditions plan has been updated consistent with the most recent survey to reflect current conditions as of 8-29-2012.

- (B) Site plan with the title of the project, its lot configuration, finished ground floor elevations, contours (i.e., at six-inch intervals with reference to mean sea level), and designating number of dwelling units, square footage paved areas and open area, and dimensioned setbacks to scale indicating compliance with regulations.

This information is provided on the site plan. A dimension has been added between the proposed deck to the nearest projection of the restaurant building. Dimensions from the proposed 2nd story to the waterfront are included on Sheet 2 of the Site Plan. Also on Sheet 2 are the dimensions of the proposed additions to the building including the newly constructed cooler. A full set of revised architectural plans are also provided with elevations from each view. Sheet A-3.0 depicts the height of the roof from the proposed dining area floor consistent with the maximum allowable height of 19'. Labels have been added to each restaurant elevation to identify the direction façade is facing; ie – Broadway Street, Lois Avenue, Bayside, Moore's. The applicable waterfront setback for this property is 25'. The latest survey accurately depicts the existing setback as 45.4' as measured from the MHWL. Shoreline changes can take place over time so it is understood that each survey is representative of field conditions as of the latest revision date. The proposed deck expansion over the office/storage building will not extend beyond the existing roof line; therefore, the existing setback on Moore's will not be further decreased.

- (C) Verified statement, including a certificate of ownership, showing each and every individual person having a legal ownership, interest in the subject property except publicly held corporations whose stock is traded on a nationally recognized stock exchange, in which case the name and address of the corporation and principal executive officers will be sufficient.

A certificate of ownership is included in the submittal package.

- (D) The relationship of the site to existing development in the area including streets, utilities, residential and commercial development, and important physical features in and adjoining the project, including ecological features.

Existing information surrounding the site is provided on the Site Plan and Survey. There are existing residences to the West and North of the project. There is an existing restaurant and parking lot to the east. The southern property line is bounded by Sarasota Bay. There is an existing dock with 12 boat slips which service the restaurant patrons. The vegetative buffers on the west, north and east sides are fully mature and adequately screen the view from those sides. The 2nd story addition of the restaurant will have minimal impact on the adjoining properties and will have no detrimental ecological impact. The second story deck extension will meet and exceed all buffer/screening/opacity requirements as depicted on the Site Plan and will not adversely affect surrounding properties. No music or amplified voices shall be allowed in the outdoor dining area or the upstairs reception area. In accordance with the hours of operation, both of upstairs areas shall be vacated by 10:00 pm. Lighting and Photometric Plans are included in this submittal as Sheets EL-1 and EL-2 of the Site Plan covering all aspects of the improvements included in this application. This restaurant has been an established part of this community and neighborhood and will continue to provide quality dining and entertainment as part of it's contribution to Longboat Key. Refer to the Comprehensive Plan Analysis included as part of this Site Plan Amendment package for more detailed information regarding protection of surrounding properties.

- (E) The density or intensity of land use(s) to be allocated to all parts of the site to be developed together with tabulations by acreage and percentage thereof itemized by use and density.

Updated intensity and coverage calculations are provided on the Site Plan consistent with the Town Lot Coverage Calculation Sheet. These calculations have been carefully rechecked and revised consistent with the review comments and Architectural Plan Revisions. The proposed roof overhangs on both of the 2nd story areas have been included and accounted for in the site's overall building coverage and nonopen space calculations. The proposed design is well below the maximum allowable lot coverage and non-open space requirements as depicted on the Site Plan. This has been re-verified as part of this re-submittal.

- (F) Tabulations by acreage and percentage as to the amount of the site that is uplands and wetlands, indicating those wetlands landward and seaward of the mean high-water line (MHWL). Additional related information should include the extent and type of wetlands in accordance with the town's comprehensive plan.
There are no wetlands onsite. The MHWL is identified on the Site Plan.

- (G) Architectural definitions for buildings in the development; include use, height, daylight plane, exterior construction material, exact number of dwelling units, sizes and types of building and dwelling units, together with typical floor plans of each type. The floor plans should indicate uses and square footage of each proposed use within each building or structure and all exterior dimensions of each type of building or structure.

A detailed seating plan is depicted on the Site Plan Sheet 2. An additional 2 seats are proposed to be added to the bar and an additional 9 seats are proposed in the outdoor patio area. The total number of additional seats proposed is 11. Each area and its respective use are delineated on the Sheet 2 of the Site Plan. The uses are as follows: Service Area - Provides staff access to new enclosed stairs and proposed outdoor dining area above the restaurant; Patron Area - Provides customer access to existing bar, proposed new restrooms, reception area on the second floor of the office building; Retail Area - Provides customers opportunity to view retail merchandise for personal purchase. The existing dwelling unit above the office building is proposed to be converted to a private meeting room for wedding parties or other guests of the restaurant. Elevations of the building (existing and proposed) along with access points to the proposed deck are provided in the Architectural plans. This area will serve as a meeting room for private parties. It will not be utilized as an outdoor dining area. The only service to the guests in this area will be beverages and hor d'oeuvres which will be prepared in the restaurant kitchen. We acknowledge that a second means of ingress/egress to the private meeting room will need to be provided and that second access will meet ADA requirements. Specific details of the ADA access/second ingress/egress will be provided during the Building Department Permit Application stage.

- (H) The type and location of all existing trees protected by town regulations, including a plan how the removal of such vegetation would be avoided and/or replanted or replaced.

The existing trees are shown on the Survey and Site Plan. No existing protected vegetation will be removed. Additional screening and landscaping will be provided to enhance the site and to buffer the 2nd story and new dumpster pad area as previously approved. See attached Proposed Deck View & Sound Buffer Exhibit prepared by Michael Miller.

- (I) Location, design and character of all utilities.

Existing utility information is shown on the Site Plan. In addition, the following utilities will be modified or upgraded as applicable: new elevator/elevator equipment room will require new electric service (See attached Architectural Plan); second floor dining area will require new electric for casual dining service (See attached Architectural Plan). In addition, a sink(s) will be provided within the upstairs service area. Since this is a renovation of an existing restaurant, with only a few additional seats, there are no additional proposed utilities. Only interior plumbing will be modified to accommodate the renovations. Existing meter and backflow sizes will be verified prior to building permit application based on the additional fixture units proposed. No food or drink preparation is proposed in the upstairs dining area; only simple garnishes, composing of food on the plates or pouring of drinks will take place in the upstairs outdoor dining area as previously stipulated.

- (J) Location, height and general character of perimeter and ornamental walls, fences, landscaping, including berms and other required screening devices and any other plans for protecting adjacent property owners.

A detailed Landscaping & Screening Plan is included in the Site Plan Amendment on Sheet 3. Refer to the enlarged area for the proposed opacity. Existing vegetative buffers are fully mature and provide excellent screening & buffer of the site in its current condition. Additional landscaping is proposed at ground level and on the 2nd story to further enhance the screening and buffers. The proposed elevations within the Architectural Plans depict the 4' high lattice screening on the second floor of the outdoor dining. In addition, please see attached Proposed Deck View & Sound Buffer Exhibit prepared by Michael Miller.

- (K) Location of all pedestrian walks, malls and bike paths.
There are no proposed walks or bike paths. The existing walks will be modified slightly to enhance ingress/egress to the restaurant.
- (L) Location and character of recreation areas and facilities and the disposition of all open space indicated on drawings. This information should include calculations, verified by a licensed design professional, indicating how the town's open space requirements are being met. If common facilities (such as recreation areas or structures, private streets, common open space, etc.) are to be provided for the development, statements as to how such common facilities are to be provided and permanently maintained. Such statements may take the form of proposed deed restrictions, deeds of trust, homeowners associations, surety arrangements, or other legal instruments providing adequate guarantees to the town that such common facilities will not become a future liability of the town.
Updated intensity and coverage calculations are provided on the Site Plan consistent with the Town Lot Coverage Calculation Sheet. There are no proposed recreation areas or facilities. See revised calculations shown on Sheet 2.
- (M) Location and character of all outside facilities for waste disposal, storage areas or display.
This information is shown and identified on the Site Plan.
- (N) A traffic impact analysis shall be provided, except for involuntary reconstruction and voluntary reconstruction without additional units, to ensure that the adopted level of service standards are not exceeded before capacity-related improvements are implemented. The locations and dimensions of all curb cuts, driveways, including the number of parking spaces with their location and dimension, details of off-street parking, including interior parking areas and loading areas, all off-street vehicular surfaces available for maneuvering, surface materials, number of employees and number and type of vehicles owned by the establishment shall be provided.
See attached Traffic Study. All curb cuts and driveways are existing. There are 50 total employees at the restaurant with approximately 10-15 employees on staff at any given time. There are no vehicles owned by the establishment. Refer to Site Plan Amendment sheet 2 for proposed traffic circulation patterns and pedestrian paths for ingress and egress to the restaurant. An updated parking calculation is provided on the Site Plan Amendment based on net patron area per 158.178. This renovation qualifies for the Commercial Revitalization Waiver and utilizes a bike rack and existing boat slips to meet the parking needs of the restaurant. Refer

to Sheet 2 of the Site Plan Amendment for all applicable parking dimensions and wheel stop locations. As previously approved, all non-conforming spaces are being relocated and/or modified to be conforming. The treetop dining area (599s.f.) has been included in the occupancy and parking calculations. One of the existing doorways opening onto the patio will be eliminated to make additional room for the retail area. The seating area has been revised accordingly.

- (O) Flood protection elevation data and flood zones delineated. A surface water management plan based on best management practices and in accordance with the sanitary sewer, potable water, solid waste, and drainage element of the town's comprehensive plan.
The flood zone and elevation are identified on the site plan. There are no new site improvements requiring a surface water management plan.
- (P) A soil erosion and sedimentation plan in accordance with of the town's comprehensive plan and best management practices.
A Soil Erosion & Sedimentation Plan is included as sheet 4 of the Site Plan Amendment in accordance with best management practices and the Town's comprehensive plan.
- (Q) All applications for permits and supporting documentation, correspondence and any other material submitted to any outside permitting agencies or received from such agencies.
Applicable Health Department approvals will be obtained upon Site Plan Amendment Approval and will be provided to the Building Department upon receipt. With the exception of NPDES permitting which will be obtained and maintained prior to and during construction; no other agency permits are required or have been requested as part of this Site Plan Amendment. We acknowledge the comments received from the Building Department pertaining to the Main Building (Restaurant) and agree to comply with FEMA 50% rule, Chapter 10 of the Existing Building Code, FPC Table 403.1, FBC 1028.8 and FBC 1014.2. In addition, upon submittal of building permit applications for the Two Story Building (Office/Storage/Meeting Room), we acknowledge and agree to comply with Chapter 9 of the Existing Building code, Accessibility Code 202.2; FPC Table 403.1; FBC 1015.1 and acknowledge that evaluation of the existing exit system shall be required based on the use of the building. Compliance with all other applicable codes and requirements shall be demonstrated during Building Permit review stage as well.
- (R) Such additional data, maps, plans or statements as may be required for the particular use or activity involved.
Refer to entire Site Plan Amendment package for all required/requested information.
- (S) Such additional data, as the applicant may believe is pertinent to the site development plan.
Refer to entire Site Plan Amendment package for all pertinent site information.

- (T) Such additional material and information the town may reasonably require.
Refer to entire Site Plan Amendment package for all required/requested information.
- (U) A list of all departures from the supplement controls set forth in subsection 158.102(L) and a clear description of the nature and extent of the departure and a statement specifically indicating the factual basis for any hardship claimed by the applicant and/or a statement of the facts constituting the basis for a request for a waiver of the supplemental controls as set forth in subsection 158.102(L).
No departures or hardships are being requested.
- (V) If the project is in a planned unit development, utilizing the involuntary reconstruction provisions of section 158.139, or utilizing the voluntary reconstruction provisions of section 158.140, a statement specifically listing any departures, relaxations, modifications and adjustments from provisions of the Code of Ordinances which would otherwise be applicable to the project if the outline development plan process were not applicable. If the project is in the GPD, PD or NPD district, departures should be based upon the requirements of a zoning district most similar to the use approved for the parcel being considered as determined by the town.
N/A
- (W) (1) In addition to the applicable provisions for site plan approval enumerated above, the following will be required for consideration of site plan approval or site plan exemption for personal wireless service facilities classified as rooftop antennas or antennas placed on the exterior of buildings or structures which meet the requirements of section 158.1361 of this chapter.
(a) – (m)
N/A
- (2) The following will be required for conditions of site plan approval and a special exception permit for personal wireless service facilities not governed by subsection (W)(1) above, including, but not limited to towers:
(a) – (ff)
N/A

Section 158.102, Performance standards for site and development plans:

- (A) Site Location and Character of Use:
Detailed Site Information is provided in the Site Plan Amendment Plan Set. Refer to Sheet 2 for off-street parking information and calculations. A Landscape & Screening Plan Sheet 3 provides detailed information on the existing and proposed landscape buffers, required screening for the 2nd floor outdoor dining area, required and provided open space and yards. A signed and sealed survey is also provided which includes an updated tree survey detailing the type and size of existing trees onsite. Dimensions have been added to the Site Plan (Sheet 2) for all yard and building setbacks. Refer to Comprehensive Plan Analysis included as part of this submittal for more detailed information on the suitability of the location and design of the proposed use.

- (B) Appearance of Site and Structures:
Detailed Site and Structure Information is provided in the Site Plan Amendment Plan Set and Architectural Plan Set. In addition, a Lighting Plan is provided for the existing and proposed lighting fixtures as part of the restaurant renovation. Refer to Sheets EL-1 and EL-2. Elevations of both buildings are provided in the Architectural Plan Sets. Refer to Sheet 2 and the Architectural Plans for applicable horizontal and vertical dimensions of the buildings. The existing vegetation within the buffer yard areas fully meets the planting requirements. Additional plants will be installed on the second floor of each of the buildings and the railings will be installed with lattice. Vines will be planted within the lattice to achieve the opacity requirements. Refer to revised Architectural Elevations for lattice screen 4' high on the 2nd story deck above the office. The proposed deck will not have dining room seating or be utilized as an outdoor dining area. The existing kitchen will not be utilized for food preparation, but rather as a place for service staff to compose hor d'oeuvres on service trays and to pour drinks. The existing bathroom will remain to serve patrons in the reception area. The downstairs office/storage areas will remain as is other than minor renovations to accommodate ADA access and second means of ingress/egress required for second story.. The Lighting Plans have been revised to incorporate proposed lighting for the deck expansion and are included in the Site Plan Set.
- (C) Maximum Floor Area Ratio:
Refer to calculations on Sheet 2 of the Site Plan Amendment Set.
- (D) Parking, Internal Circulation, and Access to Public or Private Streets:
Existing Site currently has one curb cut access to Lois Street and two curb cut access points to Broadway Avenue. Both are public streets. Refer to Site Plan Amendment sheet 2 for proposed traffic circulation patterns and pedestrian paths for ingress and egress to the restaurant. An updated parking calculation is provided on the Site Plan Amendment; in addition, maximum occupancy load calculations are provided on the Site Plan Amendment. This site currently has an approved Commercial Revitalization Waiver for the parking. In conjunction with the renovation, a bike rack has been installed in addition to the existing boat slips to meet the parking needs of the restaurant. Refer to Sheet 2 of the Site Plan Amendment for all applicable parking dimensions and wheel stop locations. As part of this amendment, all non-conforming spaces are being removed, relocated and/or modified to be conforming.
- (E) Traffic Impacts:
Refer to enclosed Traffic Impact Analysis. Refer to Site Plan Amendment sheet 2 for proposed traffic circulation patterns and pedestrian paths for ingress and egress to the restaurant and upstairs reception/deck area above the existing office/storage building. The bicycle ingress/and egress and pedestrian access will be as shown on the Site Plan.
- (F) Open Space and Landscape:
A Landscape & Screening Plan is provided as Sheet 3 of the Site Plan Amendment Set. Required and Provided open space calculations are provided on Sheet 2 of the Site Plan Amendment Set.
- (G) Wetland Development Restrictions:
Not Applicable.
- (H) Surface Water Management:

See attached Stormwater Treatment Calculations as requested by Town's Reviewer. As requested, the top of bank along Sarasota Bay will be elevated by an additional 0.25' to protect the shoreline from tidal waters and increase storage volume onsite for water quality purposes.

- (I) Available Potable Water:
Existing Water and Irrigation Meters are in place. Meter Calculations will be provided to Public Works Department in conjunction with Building Permit Application to verify that existing meter and backflow sizes are adequate.
- (J) Wastewater Service:
The bathrooms have been relocated and upgraded as part of the prior Site Plan Amendment Approval. No additional bathrooms are proposed as part of this application.
- (K) Soil Erosion & Sedimentation Control:
A Drainage and Soil Erosion Plan is included as Sheet 4 of the Site Plan Amendment Set in accordance with the Town's Plan and for approval by Public Works Department. The shell parking lot areas will be regraded and will redirect stormwater runoff into the new retention areas and away from the adjacent public rights of way as previously approved. Since this project results in a net increase of less than 9,000 s.f. of impervious surface, it is exempt from SWFWMD permitting. This project is designed to exceed State water quality requirements. NPDES permits will be obtained and maintained during construction.

Section 158.103, Grant or denial of applications for site plan approval:

- (A) Consistency with Comprehensive Plan and the purpose and intent of the zoning district.
The current zoning for the property is C-1. Outdoor Dining is a permitted and allowed special exception use within the C-1 zoning district. Refer to Comprehensive Plan Analysis included as part of this submittal for more detailed information on the suitability of the location and design of the proposed use in accordance with the intent of the zoning district.
- (B) In what respects the plan is or is not in conformance with all applicable regulations of the zoning district in which it is located.
Detailed Site and Structure Information is provided in the Site Plan Amendment Plan Set and Architectural Plan Set demonstrating compliance with all applicable regulations of the zoning district.
- (C) In what respects the plan is or is not in conformance with the Town's subdivision regulations, chapter 157, and all other applicable Town requirements including the design, adequacy and construction of streets, drainage, utilities facilities and other essential services.
Refer to Site Plan Amendment Set for all aspects of the plan demonstrating compliance.
- (D) In what respects the plan is or is not consistent with good design standards in respect to all external relationships, including, but not limited to, relationship to adjoining properties; internal circulation, both vehicular and pedestrian; disposition and use of open space, provision of screening and buffering, and preservation of existing natural features, including trees; size and apparent bulk of structures; and building arrangements both between buildings in the proposed development and those adjoining the site.

Existing Site currently has one curb cut access to Lois Street and two curb cut access points to Broadway Avenue. Both are public streets. There are existing residences to the West and North of the project. There is an existing restaurant and parking lot to the east. The southern property line is bounded by Sarasota Bay. There is an existing dock with 12 boat slips which service the restaurant patrons. Two additional slips will be added as approved by FDEP. The vegetative buffers on the west, north and east sides are fully mature and adequately screen the view from those sides. Additional vegetation will be added in accordance with the Proposed Deck View & Sound Buffer exhibit Prepared by Michael Miller. The 2nd story addition of the restaurant will have minimal impact on the adjoining properties and will have no detrimental ecological impact. The second story deck extension will meet and exceed all buffer/screening/opacity requirements as depicted on the Site Plan and will not adversely affect surrounding properties. No music or amplified voices shall be allowed in the outdoor dining area or the upstairs reception area. In accordance with the hours of operation, both of upstairs areas shall be vacated by 10:00 pm. Lighting and Photometric Plans are included in this submittal as Sheets EL-1 and EL-2 of the Site Plan covering all aspects of the improvements included in this application. This restaurant has been an established part of this community and neighborhood and will continue to provide quality dining and entertainment as part of it's contribution to Longboat Key. Refer to the Comprehensive Plan Analysis included as part of this Site Plan Amendment package for more detailed information regarding protection of surrounding properties.

- (E) In what respects the plan is or is not in conformance with the Town policy in respect to sufficiency of ownership, guarantees for completion of all required improvements, and, if private, the guarantees for continued maintenance. **Mar Vista Pub, Inc. has been the owner of this property and will continue to maintain ownership and maintenance responsibilities. As the Engineer of Record for the site related components of this project, I hereby certify that all requirement improvements will be completed in accordance all applicable requirements and permits. Mar Vista Pub, Inc. guarantees that maintenance of the property will continue to be performed to the Town's full satisfaction.**

Section 158.126 and Section 158.136– Special Exception Uses:

A modification to the Special Exception is provided as a separate application filed concurrently with this Site Plan Amendment. Refer to separate narrative and application for Special Exception for detailed information pertaining to this Section.

Section 158.128 – Off-street parking:

Occupancy Load Calculations are provided on the Site Plan (Sheet 2). Based on the net patron area, the parking calculations have been revised and updated consistent with 158.178 (A)(1)(b)(iv). All existing parking spaces are being preserved and modified or upgraded to meet current Code Requirements.

- (I)(5) All trees, landscape islands, and other landscape areas shall be protected from vehicular encroachment:

Wheel Stops and landscape timbers are delineated on Sheet 2 of the Site Plan Amendment Plan Set and are located in such a manner as to protect the landscape areas from vehicular encroachment.

- (J) Parking Access and Circulation:
Refer to Site Plan Amendment sheet 2 for proposed traffic circulation patterns and pedestrian paths for ingress and egress to the restaurant.
- (L) Delineation of Parking Spaces:
Wheel stops are shown on the Site Plan Sheet 2. Handicap Spaces shall be striped in accordance with FDOT and ADA standards. All spaces and drive aisles are dimensioned on the Site Plan Sheet 2.

Section 158.150 – Yard Regulations:

- (C) Transition Yard Requirements:
Existing and Proposed Buffers are shown on the Landscape & Screening Plan Sheet 4. The Site Plan has been amended to provide a 6' high opaque fence as part of the landscape buffer to the east property. The existing chain link fence will be removed as shown on Sheet 4. Additional vegetation will be added in accordance with the Proposed Deck View & Sound Buffer exhibit Prepared by Michael Miller.

Section 158.154 – Screening Regulations:

(A) Subject to the requirements of section 158.152, where any nonresidential use directly abuts a single-family residential zone or where a nonresidential use within a multifamily residential zone abuts a residential use in the same or a different residential zone, it shall be screened from the adjoining residential zone in one of the following ways:

(1) By a fence or wall at least five feet but not more than six feet in height of at least 60 percent solidity measured perpendicularly. The fence or wall shall be located completely within the limits of the nonresidential lot and shall have equal architectural treatment on both sides.

Existing and Proposed Buffers are shown on the Landscape & Screening Plan Sheet 4. The existing landscape buffer to the east shall be enhanced as follows: The existing chain link fence will be replaced with a 6' high opaque fence as shown on Sheet 4. The existing plants and trees located within the buffer exceed the 60% solidity requirements as measured perpendicularly.

(2) By landscaping which is selected and arranged to form a visual screen between the nonresidential use and the residential district or use from which it is to be screened. The landscaping shall be by berm or mature plants having already attained a six-foot height and providing the necessary screening; however a permanent fence to supplement the landscaping may be required.

The existing landscaping between the two restaurants is mature and currently provides in excess of 60% solidity. With the addition of the wooden fence, the buffer will achieve 100% solidity to 6' height. Additional plantings and trees will maintain 80% solidity in excess of 12' height.

Section 158.178 – Commercial Revitalization - Waivers:

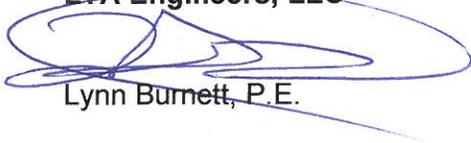
This site has previously received parking waivers under the Commercial Revitalization criteria. It is the intent of the applicant to continue to utilize

those waivers. The existing off-street parking is being brought up to current code standards. An existing bike rack is located near the side entrance to the restaurant. Twelve existing boat slips plus two additional proposed slips are also utilized in order to meet the parking requirements for the restaurant. The restaurant is heavily utilized by local residents that walk or bike to the restaurant; therefore, it is a reasonable and compatible method meeting the parking requirements for the site.

We trust that this detailed analysis meets and exceeds the requirements for the Site Plan Amendment checklist and review criteria. Please feel free to contact us if you have any questions or require any additional information.

Sincerely,

LTA Engineers, LLC

A handwritten signature in blue ink, appearing to read "Lynn Burnett, P.E.", is written over the printed name. The signature is stylized and somewhat illegible.

Lynn Burnett, P.E.

Attachments (1 copy each): Site Plan (Amendment) Application
Stormwater Calculations (attached)
Certificate of Ownership
Site Plan Set which include Best Management Practices
and Lighting Plans
Architectural Plans
Site Survey

cc: Mark Anderson, Chiles Group
Ricinda Perry, Esq.



MarVista Restaurant ~ Proposed Deck View & Sound Buffer
(With notations of recent site/plantings improvements)

Scale: 1in = 30ft ~ February 14, 2013

Design: Michael Miller • mcm@perfectisland • 941-778-1200 / 779-6097 • www.perfectisland.us

Treatment Calculations

Stormwater Treatment volume is provided in the drainage retention area for ½" of Rainfall over the project area PLUS 50% ADDITIONAL TREATMENT FOR DISCHARGE TO OFW. The treatment area bottom elevations are set a Minimum of 1 foot above the average water table elevations delineated in the SCS Soil Survey.

Project Name: MAR VISTA RESTAURANT
SWF number: PROPOSED RETENTION AREA

TOTAL PROJECT AREA

39941 Square Feet

0.92 Acre(s)

BLEEDDOWN VOLUME REQUIRED (WATER QUANTITY FOR ALT 3, WATER QUALITY FOR ALL OTHER SYSTEMS)

0.75 Inche(s) of rainfall over project area

(Inche(s) of rainfall over project area) X (Total project area in square feet) X (1/12) = Treatment Volume Required

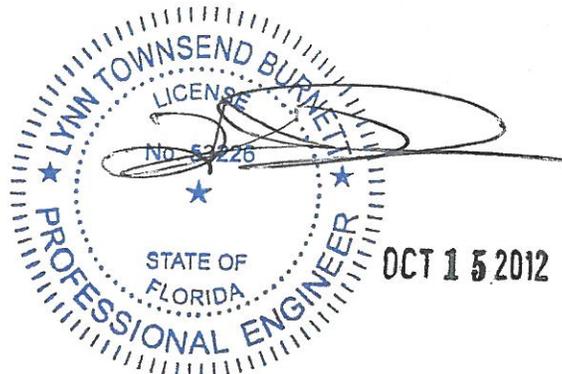
2496 Cubic Feet of treatment volume required

TREATMENT VOLUME (WATER QUALITY) PROVIDED:

Areas

Top of bank = 0.090 acres Elevation = 1.800 ft
 Bottom of Bank = 0.067 acres Elevation = 1.000 ft
 Area at Top of Bank = 3,917 sf
 Bottom of Bank = 2,908 sf
 Storage Total = 2,730 cf

ELEVATION (FEET)	AREA (SF)	VOLUME (CF)
1.00	2,908	0
1.30	3,286	929
1.60	3,665	1,972
1.80	3,917	2,730





October 23rd, 2012

Mr. Ric Hartman
Town of Longboat Key
Planning, Zoning & Building Department
501 Bay Isles Road
Longboat Key, FL 34228

**RE: Amendment to Site Plan for Mar Vista Restaurant Renovation
Comprehensive Plan Analysis
LTA Project No.: 417.03.01.10**

Dear Ric:

On behalf of our client, we are submitting the following comprehensive plan analysis as part of the Special Exception Application.

FUTURE LAND USE ELEMENT GOAL – To preserve and enhance the character of the Town of Longboat Key by the following: 1) ensuring that the location, density, intensity and character of land uses are responsive to the social and economic needs of the community and are consistent with the support capabilities of the natural and manmade systems; and, 2) maintaining an environment that is conducive to the health, safety, welfare, and property values of the community.

The application request is consistent with Goal 1 of the Comprehensive Plan as it provides for an update to the restaurant to increase it's economic viability within the community. The restaurant has been in existence since 1950 and is a staple to the community it serves. All proposed improvements associated with this request are consistent and compliant with the Town's Codes and Regulations. All state statutes are being adhered to in regards to Water Quality Requirements. All associated state health department permits are in compliance. There is a historic structure on the property that has been maintained and preserved. As such, the restaurant maintains an environment that preserves the health, safety, welfare and property values of the community in which it is located and is consistent with all Objectives and Policies established as part of the Future Land Use Element Goal.

TRANSPORTATION ELEMENT GOAL 1 – To provide a safe, convenient, efficient, and operationally acceptable multi-modal transportation system for residents and visitors in the Town of Longboat Key. (Ordinance 2012-06; Adopted: June 21, 2012)

The application request is consistent with Goals, Objectives and Policies of the Transportation Element of the Comprehensive Plan as it provides for safe ingress and egress to the restaurant via existing public rights of way. It provides for multi-modal means of access by providing pedestrian paths (sidewalks), bike parking, boat slips and canoe/kayak access and parking. Specifically, Policies 1.4.3, 1.4.4, 1.4.5., and 1.4.6 are provided for by this project and it's associated design elements. In addition, as part of

this application and development, the existing shell driveways will be regraded and stormwater will be redirected away from public rights of way which will improve the overall maintenance of the Town's adjacent roadways (Broadway Street and Lois Avenue). In accordance with Policy 1.8.3.; several Australian Pines have been or are proposed to be removed as part of this application. In addition to these Policies, an updated Traffic Impact Statement with supporting calculations is provided to demonstrate consistency with Policy 1.1.8. This amendment is exempt from Policy 1.1.6 as less than 50 new trips are generated. Policy 1.1.9 is achieved by the use of several means of ingress/egress from the Site; safe and efficient internal circulation; and pedestrian oriented amenities (bike racks and boat slips). The existing on-street parking on Broadway is in compliance with Policy 1.4.1 as the width of asphalt is 30'.

CONSERVATION AND COASTAL MANAGEMENT ELEMENT GOAL 1 – The Town will maintain the quality of its environmental features.

Although there are no wetlands located onsite, as part of this application, a stormwater retention system will be installed in accordance with Objective 1.2. Specifically, the project is achieving a stormwater retrofit consistent with Policies 1.2.1, 1.2.2 and 1.2.3 by redirecting existing stormwater runoff into existing and proposed retention areas for treatment prior to discharge into Sarasota Bay. Existing native plants are being preserved and/or relocated onsite as necessary to maintain viable natural habitat for birds and wildlife. In regards to Objective 1.5, the restaurant will continue to maintain hours and noise levels consistent with the Town's Noise Ordinance. Consistent with Objective 3.2, the restaurant meets and exceeds all required building setbacks and makes provision for safe storing of all outdoor dining furniture during storm events. In summary, this project is consistent and complies with all applicable goals, objectives and policies of the Conservation and Coastal Management Elements of the Town's Comprehensive Plan.

INFRASTRUCTURE SUB-ELEMENT GOALS FOR WATER AND WASTEWATER

The project meets all applicable Objectives and Policies for water and wastewater as current services are already provided to the restaurant.

INFRASTRUCTURE SUB-ELEMENT GOALS FOR STORMWATER

As part of the application process, a stormwater plan was provided in accordance with Objective 3.2 of the Stormwater Element of the Comprehensive Plan. In addition, the existing Top of Bank of the stormwater retention pond is proposed to be raised an additional 3" which will significantly improve the water quality discharged from the site as well as provide additional treatment storage in excess of state requirements. No direct discharge to Sarasota Bay is proposed as part of this application.

INFRASTRUCTURE SUB-ELEMENT GOALS FOR SOLID WASTE

As part of the original application process, a copy of the grease trap maintenance agreement was provided to the Town to demonstrate compliance with Objective 1.3. In

addition, the dumpster has been relocated to a concrete pad with fencing and buffers in accordance with the Town's Codes and Regulations. The stormwater treatment areas provide collection and treatment of any stormwater runoff from the dumpster area. A drain has been installed within the dumpster to collect any grease or debris and is directed into the recently upgraded grease traps located on site.

OTHER ELEMENTS OF COMPREHENSIVE PLAN NOT IDENTIFIED HEREIN ARE NOT APPLICABLE TO THIS TYPE OF PROJECT OR APPLICATION. THESE INCLUDE INTERGOVERNMENTAL COORDINATION, CAPITAL IMPROVEMENTS, MANATEE COUNTY PUBLIC SCHOOL FACILITIES, SARASOTA COUNTY PUBLIC SCHOOL FACILITIES.

In summary, we hereby certify that this project is consistent with all elements of the Comprehensive Plan and is in compliance with all applicable Town Codes and Regulations.

Sincerely,

LTA Engineers, LLC



Lynn Townsend Burnett, P.E.
Principal

cc: Mark Anderson, Chiles Group
Ricinda Perry, Esq.

**MAR VISTA RESTAURANT
EXPANSION**

**TRANSPORTATION CONCURRENCY
ANALYSIS**

November 15, 2012

**PREPARED FOR:
LTA ENGINEERS, LLC.**



4600 W. Cypress Street, Suite 550
Tampa, Florida 33607
Phone: 813.387.0084 Fax: 813.387.0085

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer, properly registered in the State of Florida for practicing with Grimail Crawford, Inc., a corporation authorized to operate as an engineering business, Certificate of Authority No. 0008370, by the State of Florida Department of Professional Regulation, Board of Professional Engineers. I am qualified to accomplish work in the areas of Traffic, Transportation and Civil Engineering. I have prepared or been in responsible charge of the evaluations, findings, opinions, conclusions or technical advice attached hereto for:

PROJECT: Mar Vista Restaurant Expansion

LOCATION: Town of Longboat Key (Manatee County)

CLIENT: LTA Engineers, LLC.

I hereby acknowledge that the procedures and references used to develop the results contained in these analyses, computations and design are standard to the professional practices of Traffic, Transportation and Civil Engineering as applied through professional judgment and experience.

Name: Joseph J. Grimail
P.E. No.: 43298

SIGNATURE: _____

DATE: November 15, 2012



Mar Vista Restaurant Expansion
Transportation Impact Study

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I. INTRODUCTION

Grimail Crawford has been retained to conduct a transportation impact study for the Mar Vista Restaurant expansion (Project). The Project site is located in Longboat Key, off of Broadway Street east of SR 789/Gulf of Mexico Drive. This location is illustrated in **Figure 1**. The Project will be an expansion of the existing restaurant, increasing the enclosed square footage from 5,152 to 6,848, an increase of 1,696 square feet. The transportation analysis outlined below provides an evaluation of the existing conditions and the projected traffic conditions relative to the proposed additional square footage. Future conditions are analyzed for the year 2015, assuming a three year build-out for the Project. A conceptual site plan is provided in **Appendix 1**.

The site accesses Gulf of Mexico Drive via Broadway Avenue. Gulf of Mexico Drive is the first-accessed regulated roadway, and in the area of the Project is a two-lane, uninterrupted State roadway with two-way left-turn storage. The posted speed limit is 45 MPH. This area is served by SCAT Route 18 (Longboat Key Trolley) with 1-hour headways, and service seven days a week. Bus stops are located along each side of Gulf of Mexico Drive just south of Broadway Street.

This section of Gulf of Mexico Drive also has a marked bicycle lane on the east side of the roadway, and an unmarked paved shoulder on the west side of the roadway. An 8-foot multi-use trail is located in the right-of-way on the east side of the roadway.

II. METHODOLOGY

The methodology conforms to the requirements of the Town of Longboat Key and the adopted Comprehensive Plan.



FIGURE 1
Project Site Location

Mar Vista Restaurant
Longboat Key, Florida

Key:



= Project Site



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III. PROJECT TRAFFIC GENERATION ESTIMATES

Trip generation for the additional square footage was determined using ITE's Trip Generation Manual, 9th Edition. However, the restaurant is located within walking distance of many residential units, and is also accessible by boat. To best estimate the actual amount of vehicular traffic that may travel to the site because of the expansion, it was necessary to determine the most appropriate ITE Land Use Code. To do this, a PM peak hour count of vehicular traffic was taken at the restaurant entrance, and compared to the ITE trip generation rates for restaurant land use codes in *Trip Generation*. The count of actual vehicular traffic, adjusted to reflect peak season, reports 16 entering and 6 exiting trips during the PM peak hour, with a resulting PM peak hour trip generation rate of 4.27 trips per 1,000 square feet. This is well below even the ITE Quality Restaurant (LUC 931) rate of 7.49 trips per 1,000 square feet. As a conservative approach, the ITE Quality Restaurant rate was used for the additional square footage. The resulting trip generation for the expansion is reported in Table 1.

Table 1: Trip Generation (Proposed Addition)

Land Use	LUC	Size	Units	Gross PM Peak Hour Trips	
				In	Out
Quality Restaurant	931	1,696	s.f.	9	4
Gross Trips				9	4

As reported in Table 1, 13 PM peak hour trips additional PM peak hour trips are estimated for this analysis. The ITE Trip Generation Quality Restaurant (LUC 931) trip generation sheet is provided in Appendix 2. The traffic count for the existing restaurant is also provided in Appendix 2.

IV. PROJECT DISTRIBUTION AND ASSIGNMENT

It was assumed that all vehicular traffic to the Project would arrive and depart by travelling Gulf of Mexico Drive to Broadway Street. Traffic assignments to the roadway network were estimated using a turning movement count at Gulf of Mexico Drive and Broadway Street, and the turning movements to and from Broadway Street. These counts suggest that approximately 59% of Project trips will travel to/from the north on Gulf of Mexico Drive, with the remaining 41% travelling to/from the south. The estimated additional Project traffic volumes (corresponding to the additional square footage) at the intersection of Gulf of Mexico Drive and Broadway Street are illustrated in **Figure 2**.

V. IMPACT STUDY AREA

Per Town of Longboat Key guidelines, for a Project that generates less than 250 peak hour trips the impact study area for the Project includes all arterial and collector streets within one-half mile of the Project entrance. Therefore, the impact study area consists of the segment of Gulf of Mexico Drive (from the Town of Longboat Key town limit to approximately Nomias Way) and the intersection of Gulf of Mexico Drive/Broadway Street.

VI. EXISTING CONDITIONS

Existing traffic conditions at the intersection of Gulf of Mexico Drive and Broadway Street were established by collecting a PM peak hour turning movement count (from 4:00 PM to 6:00 PM) at the intersection. These counts were seasonally adjusted using the peak-season correction factor from the *2011 Florida Traffic Information CD*. For the roadway of Gulf of Mexico Drive, the most recent FDOT count (station 5061) from the *2012 Florida Traffic Information CD* was used. For Gulf of Mexico Drive, the standard FDOT roadway K of 0.90 and D of 0.5230 was used to establish peak hour directional volumes. A copy of the

traffic counts and peak season correction factor are provided in **Appendix 3**, and the existing intersection volumes are illustrated in **Figure 3**.

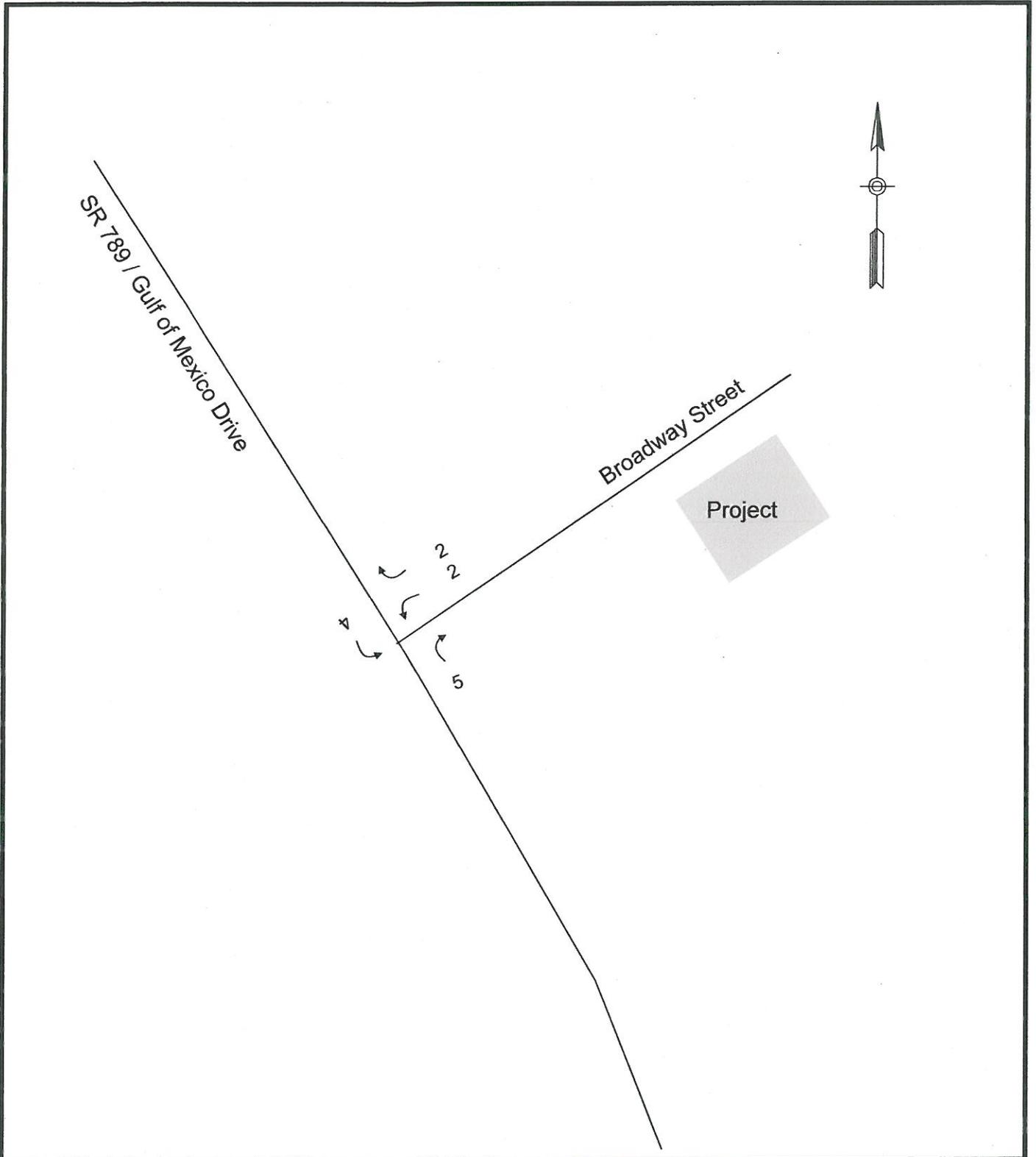


FIGURE 2
Additional Project Traffic

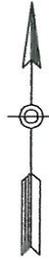
Mar Vista Restaurant
 Longboat Key, Florida

Key:

↪ XXX = PM Peak
 Hour Traffic



November 2012



SR 789 / Gulf of Mexico Drive

Broadway Street

Project

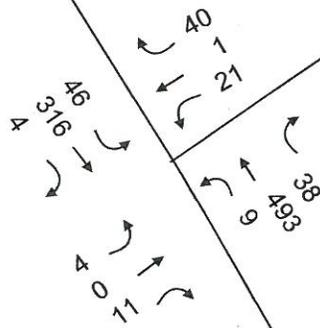


FIGURE 3
Existing Traffic (2012)

Mar Vista Restaurant
Longboat Key, Florida

Key:

↪ XXX = PM Peak
Hour Traffic



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Roadway capacity analysis for existing conditions was performed using the service volumes from FDOT's Generalized Tables (10/4/10 version). Table reports the existing roadway volume and service volume comparisons and indicates that the study segment currently meets LOS standards.

Table 2: Roadway Capacity Analysis – Existing Conditions

Roadway	From	To	No. Lanes	Existing PM Pk. Hr. Volumes		Adopted LOS Standard	Adopted Service Volume*		Existing PM Pk. Hr. LOS	
				NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
Gulf of Mexico Dr	Nomas Way	Longboat Key Town Limit	2	368	307	E	1440	1440	B	B

At the Gulf of Mexico Drive/Broadway Street intersection, HCS Stop-Control analysis returns an LOS of B for eastbound traffic, B for westbound traffic, and A for NB left-turn and SB left-turn traffic, all well within the Town's adopted level of service standard of service standard of E for Gulf of Mexico Drive, and indicates acceptable operation of the intersection. HCS worksheets for the existing year analysis are provided in **Appendix 4**.

VII. BACKGROUND VOLUMES

Background (future, non-Project) traffic was projected to the year 2015 using an annual growth rate of 1% on Gulf of Mexico Drive. Historical AADT data on Gulf of Mexico Drive (provided in **Appendix 5**) indicate negative growth over the past 5 years, and the 1% growth rate was therefore chosen as a conservative minimum value. Land uses on the side streets are essentially built out, so no traffic growth on the side streets is expected.

VIII. FUTURE TOTAL CONDITIONS

To develop total traffic volumes for the year 2015, Project trips were added to background traffic volumes. This process is documented in **Appendix 6**, and **Figure 4** illustrates the future total volumes at the intersection of Gulf of Mexico Drive and Broadway Street.

Roadway capacity analysis for total conditions was again performed using the generalized service volumes. **Table 4** below reports the capacity analysis and indicates that the study segment will continue to operate within the adopted level of service standard through the build-out year.

Table 3: Roadway Capacity Analysis – Total Traffic Conditions

Roadway	From	To	Existing PM Peak Hour Volumes (2012)		Annual Growth Rate	Background Volumes (2015)		Project Traffic Volumes		Total Traffic Volumes (2015)		Adopted Service Volumes		Future PM Peak Level of Service (2015)	
			NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Gulf of Mexico Dr	Manatee County Boundary	Binnacle Point Dr	368	307	1.00%	379	316	4	5	383	321	1440	1440	B	B

At the Gulf of Mexico Drive/Broadway Street intersection, HCS Stop-Control analysis returns an LOS of B for eastbound traffic, LOS of C for westbound traffic, and A for NB left-turn and southbound left-turn traffic, all well within the Town's adopted Level of Service of E for Gulf of Mexico Drive, and indicates acceptable of the intersection. HCS worksheets for the future year analysis are provided in **Appendix 7**.

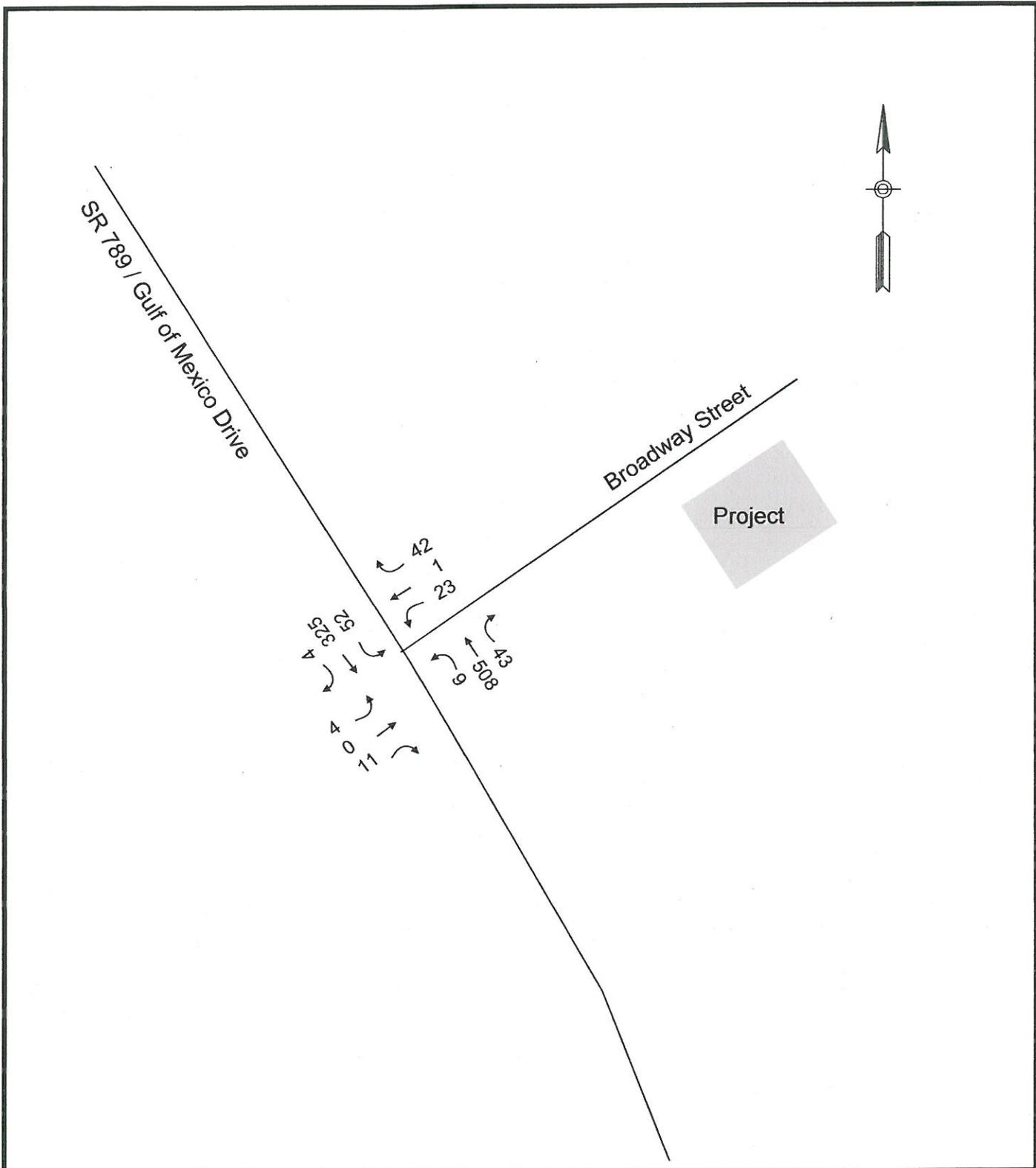


FIGURE 4
Total Traffic (2015)

Mar Vista Restaurant
Longboat Key, Florida

Key:

↪ XXX = PM Peak
Hour Traffic



November 2012

X. COMPLIANCE WITH COMPREHENSIVE PLAN

In order to ensure that the Project complies with the Town of Longboat Key's Comprehensive Plan, the relevant Objectives and Policies from the Transportation Element have been reproduced and addressed below in the bolded notes:

OBJECTIVE 1.1

The Town will develop a multi-modal transportation system that provides for safe and efficient movement by walking, cycling, and transit service while also taking advantage of opportunities to improve traffic flow circulation on public roads.

Note: The transportation analysis demonstrates that the proposed development will not cause any degradation in levels of service, and that the first accessed intersection will continue to operate acceptably with the Project.

Alternative modes of transportation are also accommodated near the location of the Project. A bus stop for SCAT Route 18 is located near the Project on Gulf of Mexico Drive, which provides hourly transit service. A bike lane on Gulf of Mexico Drive, and a multi-purpose trail across the street from the Project, running parallel to Gulf of Mexico Drive, will accommodate bicycle and pedestrian transportation to and from the site.

Policy 1.1.1

The Town adopts the following peak-season, peak-hour LOS standards for each listed facility:

- 1) Local and collector roads –LOS C
- 2) Urban collectors – LOS E

The peak-season adjustment factor will be determined annually through coordination with the Florida Department of Transportation (FDOT), District 1 Office. The Town's Future Transportation network is identified on Figure 2.

Note: Analysis indicates that the LOS in each direction on Gulf of Mexico Drive will meet the LOS standard of E under total traffic conditions in 2015.

Policy 1.1.2

All intersections on Gulf of Mexico Drive (GMD, SR 789), within the Town, will operate at LOS E or better in the peak season peak hour. All other intersections, within the Town, will operate at LOS D or better.

Note: HCS analysis indicates that the intersection of Broadway Street and Gulf of Mexico Drive will operate at an acceptable LOS under total traffic conditions in 2015.

Policy 1.1.3

The Town will monitor traffic growth to ensure that the adopted LOS standards are not exceeded before the approval of future additional development.

Note: The transportation analysis demonstrates that the Project will not cause the LOS to drop below standard on either the adjacent segment of Gulf of Mexico Drive.

Policy 1.1.4

The Town will ensure that comprehensive plan amendments and development activities provide adequate, safe, convenient and context-appropriate on-site and off-site transportation infrastructure, including alternative modes of transportation, in order to preserve the health, safety and welfare of the citizens of and visitors to the Town of Longboat Key.

Note: The transportation analysis demonstrates that the proposed development will not cause any degradation in levels of service, and that the first-accessed intersection will continue to operate acceptably with the Project.

Alternative modes of transportation are also accommodated at the location of the Project. A bus stop for SCAT Route 18 is located near the Project on Gulf of Mexico Drive, which provides hourly transit service. A bike lane on Gulf of Mexico Drive, and a multi-purpose trail across the street from the Project running parallel to Gulf of Mexico Drive, will accommodate bicycle and pedestrian transportation to and from the site.

Policy 1.1.5

Pursuant to the provisions of Chapter 2011-1398, Laws of Florida, the Town considers GMD (SR 789) an important state transportation facility

and shall monitor its function and operation as well as safety within and along its corridor.

Action 2: The Town will annually monitor the mobility plan and collection of fees. If the Town adopts mobility fees and if the fees or contributions are sufficient to fund a portion or all of a needed improvement from the mobility plan, Town staff will prepare a Proposed Action memo for Town Commission approval to fund the identified project.

Note: Traffic counts collected near the Project indicate that Gulf of Mexico Drive/SR 789 is currently operating within the adopted level of service standard in both directions during the PM peak hour. With background growth to the year 2015 and the addition of Project trips, the roadway is expected to continue operating at within the adopted level of service standard. Therefore, an acceptable PM peak hour level of service on SR 789 is anticipated at least through the year 2015.

Policy 1.1.9

In addition to the requirements of Policies 1.1.6 and 1.1.7, all comprehensive plan amendments and development orders, regardless of their trip generation volumes, shall provide safe, convenient, and operationally sound access to and movement within a development site for all users, particularly pedestrians, including:

- 1) Site access, including access from and to GMD (SR 789) and collector roads;
- 2) Internal circulation;
- 3) Connectivity to the public right-of-way and adjacent sites; and
- 4) Pedestrian-orientated amenities as appropriate (i.e. bus shelters/stops, awnings and shade trees, etc.).

Note: As previously noted, the transportation analysis demonstrates that the proposed development will not cause any degradations in levels of service, and that the first accessed intersection will continue to operate acceptably with the Project.

Finally, a multi-purpose trail and a bus-stop at the site provide for alternative modes of transportation.

XI. CONCLUSION

This traffic study was prepared to evaluate the potential impacts that the Mar Vista Restaurant expansion will have on the surrounding roadway network in 2015. The findings of this analysis indicate that the roadways and intersections within the study area will meet the adopted level of service standards under total traffic conditions (including the Project) in 2015.

Furthermore, the analysis indicates that the first accessed intersection of Gulf of Mexico Drive and Broadway Street will operate acceptably under build out conditions.

Finally, a review of the analysis and findings of the study show that the proposed development will be consistent with the Goals, Objectives, and Policies of the Town of Longboat Key Comprehensive Plan.

APPENDIX 1
CONCEPTUAL SITE PLAN

APPENDIX 2

**ITE TRIP GENERATION SHEET/EXISTING
RESTAURANT TRAFFIC COUNT**

Quality Restaurant (931)

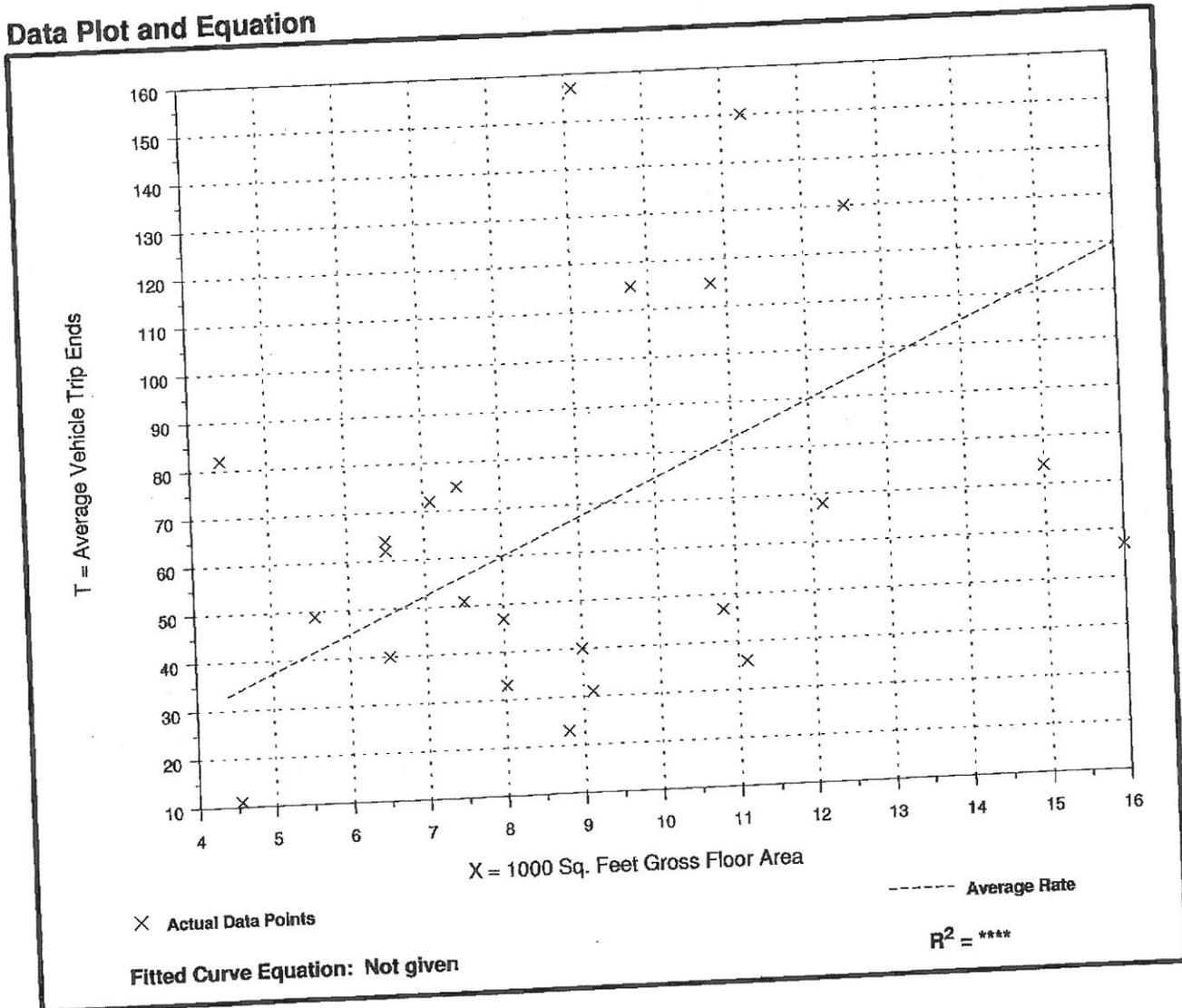
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 24
 Average 1000 Sq. Feet GFA: 9
 Directional Distribution: 67% entering, 33% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
7.49	2.42 - 18.64	4.89

Data Plot and Equation



APPENDIX 3

**EXISTING TRAFFIC COUNT/PEAK
SEASON CORRECTION FACTOR**

Default Titles

Change These in The Preferences Window
 Select File/Preference in the Main Scree
 Then Click the Titles Tab

SR 789/GULF BLVD @
 BROADWAY ST

File Name : SR789_Broadway_pm_12
 Site Code : 00000000
 Start Date : 11/14/2012
 Page No : 1

Weather: Clear

Start Time	SR 789/GULF BLVD From North					SR 789/GULF BLVD From South					BROADWAY ST From East					BROADWAY ST From West									
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total
	1.23	1.23	1.23	1.23		1.23	1.23	1.23	1.23		1.23	1.23	1.23	1.23		1.23	1.23	1.23	1.23		1.23	1.23	1.23	1.23	
04:00 PM	0	12	78	1	91	0	2	133	10	145	0	7	0	5	12	0	1	1	1	3	0	0	0	0	0
04:15 PM	0	9	97	1	107	0	2	103	5	110	0	4	0	10	14	0	0	0	4	4	0	0	0	0	0
04:30 PM	0	11	64	1	76	0	0	129	10	139	0	5	0	11	16	0	2	0	4	6	0	0	0	0	0
04:45 PM	0	17	81	2	100	0	5	102	5	112	0	11	0	9	20	0	2	0	2	4	0	0	0	0	0
Total	0	49	320	5	374	0	9	467	30	506	0	27	0	35	62	0	5	1	11	17	0	0	0	0	0
05:00 PM	0	9	74	0	83	0	2	159	18	179	0	1	1	10	12	0	0	0	0	1	0	0	0	0	0
05:15 PM	0	6	70	1	77	0	0	116	15	131	0	2	0	10	12	0	1	1	4	6	0	0	0	0	0
05:30 PM	0	18	64	2	84	0	0	102	11	113	0	5	0	12	17	0	0	0	2	3	0	0	0	0	0
05:45 PM	0	14	65	2	81	0	2	67	6	75	0	1	0	5	6	0	0	1	0	1	0	0	0	0	0
Total	0	47	273	5	325	0	4	444	50	498	0	9	1	37	47	0	2	2	7	11	0	0	0	0	0
Grand Total	0	96	593	10	699	0	13	911	80	1004	0	36	1	72	109	0	7	3	18	28	0	0	0	0	0
Approch %	0.0	13.7	84.8	1.4		0.0	1.3	90.7	8.0		0.0	33.0	0.9	66.1		0.0	25.0	10.7	64.3		0.0	0.0	0.2	1.0	
Total %	0.0	5.2	32.2	0.5	38.0	0.0	0.7	49.5	4.3	54.6	0.0	2.0	0.1	3.9	5.9	0.0	0.4	0.2	1.0	1.5	0.0	0.0	0.2	1.0	

Start Time	SR 789/GULF BLVD From North					SR 789/GULF BLVD From South					BROADWAY ST From East					BROADWAY ST From West									
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total
	1.23	1.23	1.23	1.23		1.23	1.23	1.23	1.23		1.23	1.23	1.23	1.23		1.23	1.23	1.23	1.23		1.23	1.23	1.23	1.23	
04:15 PM	0	46	316	4	366	0	9	493	38	540	0	21	1	40	62	0	4	0	11	15	0	0	0	0	0
05:00 Volume	0.0	12.6	86.3	1.1		0.0	1.7	91.3	7.0		0.0	33.9	1.6	64.5		0.0	26.7	0.0	73.3		0.0	0.0	0.0	0.0	
05:00 Percent	0	9	74	0	83	0	2	159	18	179	0	1	1	10	12	0	0	0	1	1	0	0	0	0	0
05:00 Peak Factor	0	0.45	0.45	0	0.45	0	0.45	0.45	0.45	0.45	0	0.45	0.45	0.45	0.45	0	0.45	0.45	0.45	0.45	0	0.45	0.45	0.45	0.45
High Int. Volume	0	9	97	1	107	0	2	159	18	179	0	11	0	9	20	0	2	0	4	6	0	0	0	0	0
04:15 PM Peak Factor	0	0	0	0	0.855	0	0	0	0	0.754	0	0	0	0	0.775	0	0	0	0	0.625	0	0	0	0	0

2%

4%

2%

7%

Default Titles
 Change These in The Preferences Window
 Select File/Preference in the Main Scree
 Then Click the Titles Tab

SR 789/GULF BLVD @
 BROADWAY ST

Weather: Clear

Groups Printed- Heavy Trucks

Start Time	SR 789/GULF BLVD From North				SR 789/GULF BLVD From South				BROADWAY ST From East				BROADWAY ST From West							
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
04:00 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	2	0	0	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	5	0	0	0	0	0	0	0	1	0	0	0	0	0
Total	0	0	6	0	0	1	18	1	20	0	0	0	1	1	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	9	0	0	1	30	1	32	0	0	0	1	1	0	0	1	0	0	0
Approch %	0.0	0.0	100.0	0.0	0.0	3.1	93.8	3.1	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	20.9	0.0	20.9	2.3	69.8	2.3	74.4	0.0	0.0	2.3	0.0	2.3	0.0	0.0	2.3	0.0	0.0	2.3

Start Time	SR 789/GULF BLVD From North				SR 789/GULF BLVD From South				BROADWAY ST From East				BROADWAY ST From West							
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
04:00 PM	0	0	6	0	0	0	1	18	1	20	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	2	0	0	0	5	1	6	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	5	0	6	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	6	0	0	1	18	1	20	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	9	0	0	1	30	1	32	0	0	0	1	1	0	0	1	0	0	0
Approch %	0.0	0.0	100.0	0.0	0.0	3.1	93.8	3.1	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	20.9	0.0	20.9	2.3	69.8	2.3	74.4	0.0	0.0	2.3	0.0	2.3	0.0	0.0	2.3	0.0	0.0	2.3

Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1

Start Time	SR 789/GULF BLVD From North				SR 789/GULF BLVD From South				BROADWAY ST From East				BROADWAY ST From West							
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
Volume	0	0	6	0	0	1	18	1	20	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	100.0	0.0	0.0	5.0	90.0	5.0	6	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0
Peak Factor	0	0	2	0	0	0	5	1	6	0	0	1	0	1	0	0	0	0	0	0
High Int. Volume	0	0	4	0	0	0	5	1	6	0	0	1	0	1	0	0	0	0	0	0
Peak Factor	0	0	0	0	0.375	0	0.833	0.833	0.833	0	0	0.250	0	0.250	0	0	0.250	0	0	0.250

04:15 PM
 04:45 PM

28
 9
 0.778

FLORIDA DEPARTMENT OF TRANSPORTATION
 2011 Annual Average Daily Traffic Report - Report Type: ALL

County: 13 MANATEE

Site Type Description
 5061 SR789/LONGBOAT KEY, NORTHWEST OF BINNACLE POINT

Direction 1	Direction 2	AADT Two-Way	"K" FCTR	"D" FCTR	"T" FCTR
N 3800E S	3700E	7500 F	9.0	54.5F	6.8P

7500
 X.09

 675
 X.545

 368 NB
 307 SB

Site Type : Blank= Portable; T= Telemetered
 "K" Factor : Department adopted standard K factor beginning with count year 2011
 AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown
 "D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

22-Mar-2012 20:30:58
 Page 1 of 1
 622UPD [1,0,0,2] 1_13_CAADT.txt

2011 Peak Season Factor Category Report - Report Type: ALL
 Category: 1303 BEACH AREAS

MOCF: 0.87
 PSCF

Week	Dates	SF	PSCF
1	01/01/2011 - 01/01/2011	1.04	1.20
2	01/02/2011 - 01/08/2011	1.02	1.18
3	01/09/2011 - 01/15/2011	1.01	1.17
4	01/16/2011 - 01/22/2011	0.98	1.13
5	01/23/2011 - 01/29/2011	0.95	1.10
* 6	01/30/2011 - 02/05/2011	0.93	1.07
* 7	02/06/2011 - 02/12/2011	0.90	1.04
* 8	02/13/2011 - 02/19/2011	0.87	1.00
* 9	02/20/2011 - 02/26/2011	0.86	0.99
*10	02/27/2011 - 03/05/2011	0.85	0.98
*11	03/06/2011 - 03/12/2011	0.84	0.97
*12	03/13/2011 - 03/19/2011	0.83	0.96
*13	03/20/2011 - 03/26/2011	0.84	0.97
*14	03/27/2011 - 04/02/2011	0.85	0.98
*15	04/03/2011 - 04/09/2011	0.85	0.98
*16	04/10/2011 - 04/16/2011	0.86	0.99
*17	04/17/2011 - 04/23/2011	0.88	1.02
*18	04/24/2011 - 04/30/2011	0.91	1.05
19	05/01/2011 - 05/07/2011	0.94	1.08
20	05/08/2011 - 05/14/2011	0.96	1.11
21	05/15/2011 - 05/21/2011	0.99	1.14
22	05/22/2011 - 05/28/2011	1.00	1.15
23	05/29/2011 - 06/04/2011	1.02	1.18
24	06/05/2011 - 06/11/2011	1.03	1.19
25	06/12/2011 - 06/18/2011	1.05	1.21
26	06/19/2011 - 06/25/2011	1.05	1.21
27	06/26/2011 - 07/02/2011	1.06	1.22
28	07/03/2011 - 07/09/2011	1.06	1.22
29	07/10/2011 - 07/16/2011	1.06	1.22
30	07/17/2011 - 07/23/2011	1.07	1.23
31	07/24/2011 - 07/30/2011	1.09	1.26
32	07/31/2011 - 08/06/2011	1.10	1.27
33	08/07/2011 - 08/13/2011	1.12	1.29
34	08/14/2011 - 08/20/2011	1.13	1.30
35	08/21/2011 - 08/27/2011	1.14	1.31
36	08/28/2011 - 09/03/2011	1.14	1.31
37	09/04/2011 - 09/10/2011	1.15	1.33
38	09/11/2011 - 09/17/2011	1.16	1.34
39	09/18/2011 - 09/24/2011	1.15	1.33
40	09/25/2011 - 10/01/2011	1.13	1.30
41	10/02/2011 - 10/08/2011	1.12	1.29
42	10/09/2011 - 10/15/2011	1.11	1.28
43	10/16/2011 - 10/22/2011	1.10	1.27
44	10/23/2011 - 10/29/2011	1.09	1.26
45	10/30/2011 - 11/05/2011	1.08	1.25
46	11/06/2011 - 11/12/2011	1.07	1.23
47	11/13/2011 - 11/19/2011	1.07	1.23
48	11/20/2011 - 11/26/2011	1.06	1.22
49	11/27/2011 - 12/03/2011	1.05	1.21
50	12/04/2011 - 12/10/2011	1.05	1.21
51	12/11/2011 - 12/17/2011	1.04	1.20
52	12/18/2011 - 12/24/2011	1.02	1.18
53	12/25/2011 - 12/31/2011	1.01	1.17

* Peak Season

APPENDIX 4
EXISTING CONDITIONS HCS
WORKSHEET

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	RAS			Intersection	Gulf of Mexico/Broadway			
Agency/Co.				Jurisdiction	Longboat Key			
Date Performed	11/15/2012			Analysis Year	Existing			
Analysis Time Period	PM Peak							
Project Description								
East/West Street: <i>Broadway Street</i>				North/South Street: <i>Gulf of Mexico Drive</i>				
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	9	493	38	46	316	4		
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89		
Hourly Flow Rate, HFR (veh/h)	10	553	42	51	355	4		
Percent Heavy Vehicles	4	--	--	2	--	--		
Median Type	Two Way Left Turn Lane							
RT Channelized			0				0	
Lanes	1	1	1	1	1	0		
Configuration	L	T	R	L		TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	4	0	11	21	1	40		
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89		
Hourly Flow Rate, HFR (veh/h)	4	0	12	23	1	44		
Percent Heavy Vehicles	7	7	7	2	2	2		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		LTR			LTR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LTR			LTR		
v (veh/h)	10	51	68			16		
C (m) (veh/h)	1189	981	430			495		
v/c	0.01	0.05	0.16			0.03		
95% queue length	0.03	0.16	0.56			0.10		
Control Delay (s/veh)	8.1	8.9	14.9			12.5		
LOS	A	A	B			B		
Approach Delay (s/veh)	--	--	14.9			12.5		
Approach LOS	--	--	B			B		

APPENDIX 5
HISTORICAL AADT DATA

Florida Department of Transportation
 Transportation Statistics Office
 2011 Historical AADT Report

County: 13 - MANATEE

Site: 5061 - SR789/LONGBOAT KEY, NORTHWEST OF BINNACLE POINT DR

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2011	7500 F	N 3800	S 3700	9.00	54.50	6.80
2010	7500 C	N 3800	S 3700	10.78	55.28	6.80
2009	9200 C	N 4600	S 4600	11.40	53.60	4.00
2008	8000 C	N 4000	S 4000	12.25	52.91	7.30
2007	8500 C	N 4300	S 4200	12.15	51.63	5.80
2006	8500 C	N 4300	S 4200	10.05	54.98	4.10
2005	9800 C	N 4900	S 4900	10.40	54.10	5.80
2004	8800 C	N 4400	S 4400	10.40	53.60	5.80
2003	9200 C	N 4700	S 4500	10.10	53.80	4.10
2002	11500 C	N 5800	S 5700	10.00	52.00	3.70
2001	12700 C	N 6400	S 6300	10.50	54.00	2.70
2000	10600 C	N 5300	S 5300	10.30	53.20	3.10
1999	10900 C	N 5400	S 5500	10.40	55.30	4.50
1998	9400 C	N 4700	S 4700	10.80	56.40	2.40
1997	11200 C	N 5600	S 5600	10.80	55.90	4.60
1996	10800 C	N 5400	S 5400	10.90	56.00	2.70

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; X = Unknown
 *K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

APPENDIX 6
TURNING MOVEMENT VOLUME
CALCULATIONS

MAR VISTA RESTAURANT
TURNING MOVEMENT VOLUME CALCULATIONS

Gulf of Mexico Dr and Broadway Street												
P.M. Peak Hour	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
<u>Existing Volumes</u>	EXISTING (2012)											
% Turning Movements	4	0	11	21	1	40	9	493	38	46	316	4
PHF	26.7%	0.0%	73.3%	33.9%	1.6%	64.5%	1.7%	91.3%	7.0%	12.6%	86.3%	1.1%
% Heavy Vehicles	2%			2%			2%			2%		
<u>Background Traffic</u>	BACKGROUND (2015)											
Growth Rate	0.00%			0.00%			1.00%			1.00%		
Total Background	4	0	11	21	1	40	9	508	39	47	325	4
<u>Project Traffic</u>	PROJECT											
				2		2			4	5		
<u>Total Traffic</u>	TOTAL (2015)											
	4	0	11	23	1	42	9	508	43	52	325	4

APPENDIX 7

TOTAL TRAFFIC HCS WORKSHEET

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	RAS			Intersection	Gulf of Mexico/Broadway		
Agency/Co.				Jurisdiction	Longboat Key		
Date Performed	11/15/2012			Analysis Year	Total		
Analysis Time Period	PM Peak						
Project Description							
East/West Street: <i>Broadway Street</i>				North/South Street: <i>Gulf of Mexico Drive</i>			
Intersection Orientation: <i>North-South</i>				Study Period (hrs): <i>0.25</i>			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	9	508	43	52	325	4	
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	
Hourly Flow Rate, HFR (veh/h)	10	570	48	58	365	4	
Percent Heavy Vehicles	4	--	--	2	--	--	
Median Type	Two Way Left Turn Lane						
RT Channelized			0			0	
Lanes	1	1	1	1	1	0	
Configuration	L	T	R	L		TR	
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	4	0	11	23	1	42	
Peak-Hour Factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	
Hourly Flow Rate, HFR (veh/h)	4	0	12	25	1	47	
Percent Heavy Vehicles	7	7	7	2	2	2	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration		LTR			LTR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L		LTR			LTR
v (veh/h)	10	58		73			16
C (m) (veh/h)	1179	962		416			478
v/c	0.01	0.06		0.18			0.03
95% queue length	0.03	0.19		0.63			0.10
Control Delay (s/veh)	8.1	9.0		15.5			12.8
LOS	A	A		C			B
Approach Delay (s/veh)	--	--		15.5			12.8
Approach LOS	--	--		C			B