



Development Services Department

BOARD ACTION REPORT – APPEALABLE ITEM

Project Name: "Historic Depot Square", AKA "Seaboard Air Line Railway Station" (2021-166)

Project Location: 80 Depot Avenue, Individually Listed to the Local & National Registers of Historic Places

PCN: 12-43-46-18-00-000-1440

Request: Class II Site Plan Modification, Certificate of Appropriateness, and Demolition

Board: Historic Preservation Board

Meeting Date: September 1, 2021

Board Vote: Approved on a 6-0 vote

Board Actions:

Approved the Class II Site Plan Modification, Certificate of Appropriateness, and Demolition (2021-166) request associated with the reconstruction and renovation of the property subject to the following conditions:

1. Applicant is to work with staff on a mixture fencing that best suits the situation, with a preference towards aluminum vertical picket.

Site Plan Technical Items:

1. That the photometric plan be updated to provide for foot candle measurements on the west side of the structure;
2. That a Palm Beach County Traffic Performance Statement be provided;
3. That the adjacent CSX railroad tracks be depicted on the survey;
4. That the FDOT permit/pre-application documents be provided; and,
5. That the site plan be amended to provide an increased turn-around area for fire trucks at the south end of the property and that associated plans and drainage calculations be updated if needed.

Project Description:

The Seaboard Air Line Railway Station was designed by renowned architect Gustav A. Maass and constructed in 1927. The property was listed on the National Register of Historic Places in 1986 and on the Local Register of Historic Places in 1988. Local architect Rick Brautigan, a train enthusiast, was the owner of the property when it was listed to the National Register of Historic Places. Mr. Brautigan designed many buildings in Delray Beach, more recently completing designs in the Art Deco architectural style such as the former Mercer Wenzel Building at the northeast corner of E. Atlantic Avenue and NE 4th Avenue and the Delray Pharmacy on NE 5th Avenue. Mr. Brautigan passed away in early 2021.

On February 25, 2020, a fire consumed the building, which was a result of arson. The fire destroyed the entire interior of the building as well as the roof, windows, and doors.

The request before the board was for approval for the demolition and reconstruction of a portion of the existing structure, renovation of the structure for adaptive reuse as offices, along with construction of new parking areas, installation of landscaping and related site improvements.

Board Comments:

All of the board members were supportive of the proposal.

Public Comments:

There were no public comments.

Associated Actions:

N/A

Next Action:

The HPB action is final unless appealed by the City Commission



DEVELOPMENT SERVICES

BUILDING | HISTORIC PRESERVATION | PLANNING & ZONING
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HISTORIC PRESERVATION BOARD STAFF REPORT

80 Depot Avenue

Meeting	File No.	Application Type
September 1, 2021	2021-166	Certificate of Appropriateness (COA), Class II Site Plan Modification, & Demolition

REQUEST

The item before the Board is approval of a Class II Site Plan Modification, Certificate of Appropriateness (2021-166), and Demolition request associated with the reconstruction and renovation of the property located at **80 Depot Avenue**, which is listed to the **Local Register of Historic Places as the “Historic Depot Square”** and is listed to the **National Register of Historic Places as the “Seaboard Air Line Railway Station”**.

GENERAL DATA

Agent: RJ Heisenbottle Architects, PA;
Richard J Heisenbottle, FAIA

Owner/Applicant: City of Delray Beach

Location: 80 Depot Avenue

PCN: 12-43-46-18-00-000-1440

Property Size: 2.245 Acres

Zoning: MIC (Mixed Industrial & Commercial)

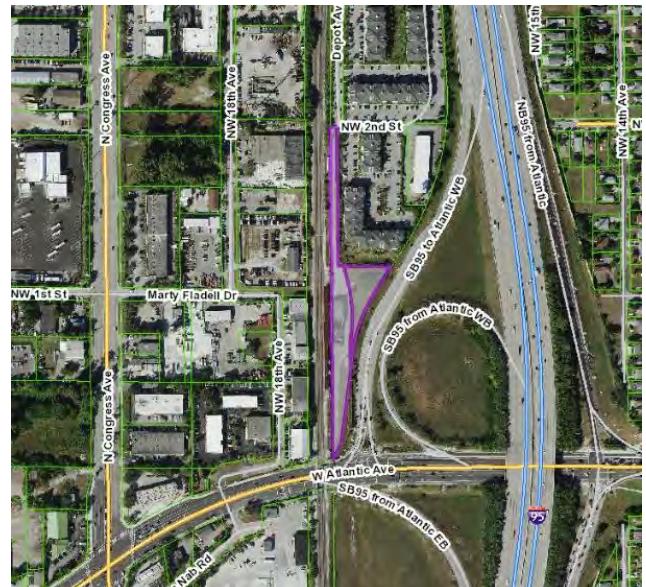
Historic District: I

Historic District: Main Street

- Mixed Industrial Commercial (MIC) (North)
- MIC (East)
- MIC (West)
- MIC (South)

Existing Land Use: Storage/Warehouse

Existing Land Use: Storage Proposed Land Use: Office



BACKGROUND INFORMATION

The Seaboard Air Line Railway Station was designed by renowned architect Gustav A. Maass and constructed in 1927. The property was listed on the National Register of Historic Places in 1986 and on the Local Register of Historic Places in 1988. Local architect Rick Brautigan, a train enthusiast, was the owner of the property when it was listed to the National Register of Historic Places. Mr. Brautigan designed many buildings in Delray Beach, more recently completing designs in the Art Deco architectural style such as the former Mercer Wenzel Building at the northeast corner of E. Atlantic Avenue and NE 4th Avenue and the Delray Pharmacy on NE 5th Avenue. Mr. Brautigan passed away in early 2021.

The property is located northwest of the intersection of Interstate 95 and West Atlantic Avenue in Delray Beach. The original vehicular access from West Atlantic Avenue was closed as a result of the construction of entrance and exit roadways servicing Interstate 95 in the early 1970's. Vehicular access is now via Lake Ida Road.

The exterior of the building retains the characteristic elements of the Mediterranean Revival style of architecture: original stucco walls, flat built-up roof (with original red semi-circular-clay tiles along the

Project Planner: Michelle Hoyland, Principal Planner HoylandM@mydelraybeach.com Katherina Paliwoda, Planner PaliwodaK@mydelraybeach.com	Review Dates: HPB: September 1, 2021	Attachments: 1. Architectural Plans 2. Justification Statements 3. Demolition Report 4. Photographs
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perimeter), two decorative square towers (with pyramid-type clay tile roofs), decorative entrance moldings, an arched open-air waiting area, and wood and metal frame sash windows. The one-story building has concrete foundations, concrete bearing walls, wood frame and steel I beam roof framing, and concrete floors in all sections, except the Freight Room. The Freight Room is elevated on concrete piers with reinforced concrete walls and 2" wood plank flooring. The Freight Room has a low-pitched gable roof supported by I beam and wood trusses. On the north elevation of the Freight Room is a sign in stucco relief with the brown letters "Delray Florida. On the south elevation the letters "Delray Beach" are painted in brown letters directly on the stucco exterior above and between the arches. The original concrete sidewalk surrounds the south half of the building.

Immediately west of the building is a 400' trackside canopy constructed of a steel frame bolted on 10" concrete posts set in concrete foundations at 20' intervals. The canopy has a corrugated steel roof and a steel gutter surrounds most of the canopy. The canopy is in disrepair and is planned for removal. There was once a 14' extension of the canopy, set on two steel posts, that connected the main canopy to the west elevation of the Covered Waiting Area of the train station.

Original steel-wheeled baggage wagons are featured in the distance of several photographs of the train station. Recently, one of the original baggage wagons was donated to the City of Delray Beach by Joe Van Ness on behalf of his family who had acquired one of the wagons years ago. The wagon will be on display at the property upon completion.

Railway activities on the property ceased in 1995 and the property was purchased by the City of Delray Beach in 2005. Over the years, the building has been utilized by the city for storage and by the city Fire Department for training activities. Resolution 85-05 was approved by the City Commission on November 1, 2005 naming the building "The Peter L. Firehock Public Safety Training Center" in honor Peter L. Firehock who was a great leader and was honored for his hard work, loyalty, dedication and service to the City of Delray Beach. Mr. Firehock created the Delray Beach Fire Department's Dive Team and trained hundreds of Fire Fighters in Delray Beach and neighboring municipalities. Upon completion of the proposed project, the city may wish to name another facility in honor of Mr. Firehock as the use of the site will no longer be a Public Safety Training Center.

On February 25, 2020, a fire consumed the building, which was a result of arson. The fire destroyed the entire interior of the building as well as the roof, windows, and doors.

The request before the board is for approval for the demolition and reconstruction of a portion of the existing structure, renovation of the structure for adaptive reuse as offices, along with construction of new parking areas, installation of landscaping and related site improvements.

The proposed use is for offices for the City of Delray Beach Human Resources Department and its attendant employee clinic. The location primarily serves the employees of the City of Delray Beach and is not open to the general public in a traditional sense, meaning most if not all visitors to the property are employees of the City of Delray Beach.

REVIEW AND ANALYSIS

Pursuant to LDR Section 2.4.5(G), Modifications to site and development plans - Class II. Approval of a modification to a site plan (other than Class I applications), which requires no review of Performance Standards found in Section 3.1.1, but which requires action by a Board.

Pursuant to LDR Section 2.4.5(G)(5), Findings. Formal findings are not required for a Class I or II modification.

Pursuant to LDR Section 2.4.6(H)(5), prior to approval, a finding must be made that any Certificate of Appropriateness which is to be approved is consistent with Historic Preservation purposes pursuant to Objective A-4 of the Land Use Element of the Comprehensive Plan and specifically with provisions of Section 4.5.1, the Delray Beach Historic Preservation Design Guidelines, and the Secretary of the Interior's Standards for Rehabilitation.

ZONING REVIEW

LDR Section 4.4.19 – Mixed Industrial Commercial (MIC)

Pursuant to LDR Section 4.4.19(B)(3) – Principal Uses and Structures: Within the MIC zoning district, Business and Professional offices are listed as a Permitted Use.

Pursuant to LDR Section 4.3.4.(K) – Property Development Standards: The standards as set forth in Section 4.3.4 shall apply:

	Required/Permitted	Proposed
Lot Coverage (Max)	50%	8.6%
Setbacks		
Front (South)	25'	137'2"
Side Interior (West)	10'	9'2"
Side Street (East)	10'	55'7"
Rear (North)	10'	437'3"
Open Space (Min)	25%	53.6%

The chart above illustrates compliance with the required development standards; therefore, positive findings with these code requirements can be made.

Pursuant to LDR Section 4.6.8 – Site Lighting - Light control and spillage. For perimeter exterior lighting, only full cutoff luminaries will be approved. The applicant is encouraged to minimize light spillage from building and site and to reduce urban glow for the development/redevelopment proposed. Maximum allowable illumination at the property line of any adjoining parcel or public right-of-way is 0.25 horizontal and vertical foot-candles measured at six feet above grade level.

A Photometric Plan has been submitted, which complies with the site lighting regulations. A site plan technical item is added that the photometric plan be updated to provide for foot candle measurements on the west side of the structure.

Pursuant to LDR Section 4.6.9(C)(4)(b) – Parking Requirements: Governmental offices, including public health and rehabilitative services, shall provide five spaces per 1,000 square feet of gross floor area.

As proposed, the parking requirements for the office building requires 33 parking spaces and 33 parking spaces have been provided. Thus, the parking requirements have been met.

Refuse Container Area

The proposed refuse area includes a concrete block dumpster enclosure with metal gates, which is situated at the north end of the parking area. The area will be screened by hedging.

Pursuant to LDR Section 4.5.1(E)(3) – Buildings, Structures, Appurtenances and Parking: Buildings, structures, appurtenances and parking shall only be moved, reconstructed, altered, or maintained, in accordance with this chapter, in a manner that will preserve the historical and architectural character of the building, structure, site, or district:

Appurtenances: Appurtenances include, but are not limited to, stone walls, fences, light fixtures, steps, paving, sidewalks, signs, and accessory structures.

Fences and Walls: The provisions of Section 4.6.5 shall apply, except as modified below:

- a. Chain-link fences are discouraged. When permitted, chain-link fences shall be clad in a green or black vinyl and only used in rear yards where they are not visible from a public right of way, even when screened by a hedge or other landscaping.
- b. Swimming pool fences shall be designed in a manner that integrates the layout with the lot and structures without exhibiting a utilitarian or stand-alone appearance.
- c. Fences and walls over four feet (4') shall not be allowed in front or side street setbacks.
- d. Non-historic and/or synthetic materials are discouraged, particularly when visible from a public right of way.
- e. Decorative landscape features, including but not limited to, arbors, pergolas, and trellises shall not exceed a height of eight feet (8') within the front or side street setbacks.

A 6' high chain-link fence exists, surrounding the perimeter of the property. The fence is proposed to be replaced with a vinyl coated chain-link fence, which does not comply with the code requirements as chain-link fencing is discouraged, particularly when visible from a public right-of-way.

Further, based upon the vandalism history of the property, the Police Department Technical Advisory Committee (TAC) reviewer raised concerns with the continued use of chain-link fencing with respect to Crime Prevention Through Environmental Design (CPTED) principles. The concerns are that the fence can be subject to destruction and is easy to scale (climb) leading to continued vandalism and trespassing on the property.

Staff has discussed the use of a more appropriate fencing material, such as vertical rail, aluminum picket. An added condition of approval is that the proposed fence type be consistent with the requirements of the LDRs.

Pursuant to LDR Section 4.6.18(E) - Criteria for board action on Architectural Elevations and aesthetics, the following criteria shall be considered, by the Site Plan Review and Appearance Board or Historic Preservation Board, in the review of plans for building permits. If the following criteria are not met, the application shall be disapproved.

1. The plan or the proposed structure is in conformity with good taste, good design, and in general, contributes to the image of the City as a place of beauty, spaciousness, harmony, taste, fitness, broad vistas, and high quality.
2. The proposed structure, or project, is in its exterior design and appearance of quality such as not to cause the nature of the local environment or evolving environment to materially depreciate in appearance and value.
3. The proposed structure, or project, is in harmony with the proposed developments in the general area, with the Comprehensive Plan, and with the supplemental criteria which may be set forth for the Board from time to time.

The proposal can be found to be consistent with this code section and a complete review of the elevations and aesthetics can be found in the historic analysis section of this report.

LDR SECTION 4.5.1, HISTORIC PRESERVATION, DESIGNATED DISTRICTS, SITES, AND BUILDINGS

Pursuant to LDR Section 4.5.1(E), Development Standards, all new development or exterior improvements on individually designated historic properties and/or properties located within historic districts shall, comply with the goals, objectives, and policies of the Comprehensive Plan, the Delray Beach Historic Preservation Design Guidelines, the Secretary of the Interior's Standards for Rehabilitation, and the Development Standards of this Section.

Pursuant to LDR Section 4.5.1(E)(5) - Standards and Guidelines: a historic site, building, structure, improvement, or appurtenance within a historic district shall only be altered, restored, preserved, repaired, relocated, demolished, or otherwise changed in accordance with the Secretary of the Interior's Standards for Rehabilitation, and the Delray Beach Historic Preservation Design Guidelines, as amended from time to time.

Standard 1

A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

Standard 2

The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

Standard 3

Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

Standard 4

Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

Standard 5

Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

Standard 6

Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

Standard 7

Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

Standard 8

Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

Standard 9

New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

Standard 10

New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

All of the above standards except for Standard 8 are applicable to the subject project. The proposal involves demolition, reconstruction, and restoration of the existing structure in order to facilitate an adaptive reuse of the building for use as offices and the original footprint of the structure will remain. The project requires minimal change to the defining characteristics of the building, in fact the exterior of the building will be carefully restored to its original appearance. The site is currently surrounded by pavement and grass, which will be updated to current code requirements for parking, landscaping, and drainage providing for a modernized, but appropriate setting for the property. The historic character of the property will be restored as the project

involves reconstruction and restoration resulting from destruction due to fire. Many of the exterior features such as window and door surrounds will be retained for reuse in the completed project.

The proposal does not involve changes that create a false sense of historical development. On the contrary, features that were original to the structure are being introduced to ensure historical accuracy of the original use as a train station. For example, loading platforms are proposed on the east and west sides of the warehouse portion of the building, these platforms have been designed to be historically accurate to the original platforms. Originally, the platforms were utilitarian in nature, serving as an area where farmers and business owners would unload and load their goods for transport via rail. The proposed platforms will be decorative rather than operational but will help to tell the story of the train station as a place of commerce for the community.

The proposal involves the preservation, reconstruction, and restoration of distinctive features, finishes, and construction techniques that characterize the structure. For example, portions of the structure were originally built of hollow clay tile, which will remain where possible with new materials utilized to ensure compliance with the Florida Building code. The Mediterranean Revival architectural style involved detailing such as barrel tile roofing, decorative moldings and trim work, metal window grilles, arches, etc. Some of these elements still exist, facilitating the retention of such features. Where features are missing or have been destroyed, much photographic evidence exists making replication straightforward.

As a result of a fire in 2020 that partially destroyed the historic structure, the proposal involves alterations that are designed as a reconstruction and restoration project to protect the historic integrity of the structure.

Pursuant to LDR Section 4.5.1(E)(7) - Visual Compatibility Standards: new construction and all improvements to both contributing and noncontributing buildings, structures and appurtenances thereto within a designated historic district or on an individually designated property shall be visually compatible. In addition to the Zoning District Regulations, the Historic Preservation Board shall apply the visual compatibility standards provided for in this Section with regard to height, width, mass, scale, façade, openings, rhythm, material, color, texture, roof shape, direction, and other criteria set forth elsewhere in Section 4.5.1. Visual compatibility for minor and major development as referenced in Section 4.5.1(E)(2) shall be determined by utilizing criteria contained in (a)-(m) below. Visual compatibility for all development on individually designated properties outside the district shall be determined by comparison to other structures within the site.

The following criteria apply:

- a) Height:** The height of proposed buildings or modifications shall be visually compatible in comparison or relation to the height of existing structures and buildings in a historic district for all major and minor development. For major development, visual compatibility with respect to the height of residential structures, as defined by 4.5.1(E)(2)(a), shall also be determined through application of the Building Height Plane.
- b) Front Facade Proportion:** The front facade of each building or structure shall be visually compatible with and be in direct relationship to the width of the building and to the height of the front elevation of other existing structures and buildings within the subject historic district.
- c) Proportion of Openings (Windows and Doors):** The openings of any building within a historic district shall be visually compatible with the openings exemplified by prevailing historic architectural styles of similar buildings within the district. The relationship of the width of windows and doors to the height of windows and doors among buildings shall be visually compatible within the subject historic district.
- d) Rhythm of Solids to Voids:** The relationship of solids to voids of a building or structure shall be visually compatible with existing historic buildings or structures within the subject historic district for all development, with particular attention paid to the front facades.

- e) **Rhythm of Buildings on Streets:** The relationship of buildings to open space between them and adjoining buildings shall be visually compatible with the relationship between existing historic buildings or structures within the subject historic district.
- f) **Rhythm of Entrance and/or Porch Projections:** The relationship of entrances and porch projections to the sidewalks of a building shall be visually compatible with existing architectural styles of entrances and porch projections on existing historic buildings and structures within the subject historic district for all development.
- g) **Relationship of Materials, Texture, and Color:** The relationship of materials, texture, and color of the facade of a building and/or hardscaping shall be visually compatible with the predominant materials used in the historic buildings and structures within the subject historic district.
- h) **Roof Shapes:** The roof shape, including type and slope, of a building or structure shall be visually compatible with the roof shape of existing historic buildings or structures within the subject historic district. The roof shape shall be consistent with the architectural style of the building.
- i) **Walls of Continuity:** Walls, fences, evergreen landscape masses, or building facades, shall form cohesive walls of enclosure along a street to ensure visual compatibility with historic buildings or structures within the subject historic district and the structure to which it is visually related.
- j) **Scale of a Building:** The size of a building and the building mass in relation to open spaces, windows, door openings, balconies, porches, and lot size shall be visually compatible with the building size and mass of historic buildings and structures within a historic district for all development. To determine whether the scale of a building is appropriate, the following shall apply for major development only:
 - a. For buildings wider than sixty percent (60%) of the lot width, a portion of the front façade must be setback a minimum of seven (7) additional feet from the front setback line:
 - b. For buildings deeper than fifty percent (50%) of the lot depth, a portion of each side façade, which is greater than one story high, must be setback a minimum of five (5) additional feet from the side setback line:
- k) **Directional Expression of Front Elevation:** A building shall be visually compatible with the buildings, structures, and sites within a historic district for all development with regard to its directional character, whether vertical or horizontal.
- l) **Architectural Style:** All major and minor development shall consist of only one (1) architectural style per structure or property and not introduce elements definitive of another style.
- (m) **Additions to individually designated properties and contributing structures in all historic districts:** Visual compatibility shall be accomplished as follows:
 1. Additions shall be located to the rear or least public side of a building and be as inconspicuous as possible.
 2. Additions or accessory structures shall not be located in front of the established front wall plane of a historic building.
 3. Characteristic features of the original building shall not be destroyed or obscured.
 4. Additions shall be designed and constructed so that the basic form and character of the historic building will remain intact if the addition is ever removed.
 5. Additions shall not introduce a new architectural style, mimic too closely the style of the existing building nor replicate the original design but shall be coherent in design with the existing building.
 6. Additions shall be secondary and subordinate to the main mass of the historic building and shall not overwhelm the original building.

The Visual Compatibility Standards will be met through the careful reconstruction and restoration of the existing building that was damaged by fire in 2020. The proposal does not involve modification of the characteristic features and spaces, rather upon completion of the project the structure will be placed in a use that will aid in ensuring the longevity of the building and its historical context.

LANDSCAPE PLAN ANALYSIS

Pursuant to LDR Section 2.4.5(H)(5) – Landscape Plan Findings - At the time of action on a landscape plan, the approving body shall make finding with respect to the proposed plan's relationship to the following:

- (a) Objectives of landscaping regulations Section 4.6.16;
- (b) Site and landscape design standards pursuant to Section 4.6.16.

An overall determination of consistency with respect to the above items is required in order for a landscaping plan to be approved.

Pursuant to LDR Section 4.6.16(A) – Landscape Regulations – The objective of this article is to improve the appearance of setback and yard areas in conjunction with the development of commercial, industrial, and residential properties, including off-street vehicular parking and open-lot sales and service areas in the City, and to protect and preserve the appearance, character and value of the surrounding neighborhoods and thereby promote the general welfare by providing minimum standards for the installation and maintenance of landscaping.

The existing site does not contain landscaping other than lawn areas. The proposed landscape plan includes new landscaping area within the parking areas, foundation plantings, and perimeter landscaping. The proposal has been reviewed and determined to be in compliance with LDR Section 4.6.16.

DEMOLITION ANALYSIS

Pursuant to LDR Section 4.5.1(F), Demolitions – Demolition of historic or archaeological sites, or buildings, structures, improvements and appurtenances within historic districts shall be regulated by the Historic Preservation Board and shall be subject to the following requirements:

1. No structure within a historic district or on a historic site shall be demolished before a Certificate of Appropriateness has been issued pursuant to Section 2.4.6(H).
2. The application for a Certificate of Appropriateness for demolition must be accompanied by an application for a Certificate of Appropriateness for alterations to the structure or the redevelopment of the property.
3. Demolition shall not occur until a building permit has been issued for the alterations or redevelopment as described in the applicable Certificate of Appropriateness.
4. All structures approved for demolition and awaiting issuance of a building permit for the alterations or redevelopment shall be maintained so as to remain in a condition similar to that which existed at time that the Certificate of Appropriateness for demolition was approved unless the Chief Building Official determines that an unsafe building condition exists in accordance with Section 4.5.3(G).
5. A Certificate of Appropriateness for demolition of 25 percent or more of contributing or individually designated structure shall be subject to the following additional requirements:
 1. A demolition plan shall accompany the application for a Certificate of Appropriateness for demolition. The plan shall illustrate all portions of the existing structure that will be removed or altered.
 2. The Certificate of Appropriateness for demolition and the Certificate of Appropriateness for alteration or redevelopment shall meet the "Additional Public Notice" requirements of LDR Section 2.4.2(B)(1)(j).
6. The Board upon a request for demolition by a property owner, shall consider the following guidelines in evaluating applications for a Certificate of Appropriateness for demolition of designated historic sites, historic interiors, or buildings, structures, or appurtenances within designated historic districts;
 - (a) Whether the structure is of such interest or quality that it would reasonably fulfill criteria for designation for listing on the national register.
 - (b) Whether the structure is of such design, craftsmanship, or material that it could be reproduced only with great difficulty or economically nonviable expense.

- (c) Whether the structure is one of the last remaining examples of its kind in the designated historic district within the city.
- (d) Whether retaining the structure would promote the general and value of a particular culture and heritage.
- (e) Whether there are approved plans for immediate reuse of the property if the proposed demolition is carried out, and what effect those plans will have on the historic district designation or the individual designation of the property.

7. No decision of the Board shall result in undue economic hardship for the property owner. The Board shall determine the existence of such hardship in accordance with the definition of undue economic hardship found in Section 4.5.1(H).

8. The Board's refusal to grant a Certificate of Appropriateness requested by a property owner for the purpose of demolition will be supported by a written statement describing the public interest that the Board seeks to preserve.

9. The Board may grant a certificate of appropriateness as requested by a property owner, for demolition which may provide for a delayed effective date. The effective date of the certificate will be determined by the Board based on the relative significance of the structure and the probable time required to arrange a possible alternative to demolition. The Board may delay the demolition of designated historic sites and contributing buildings within historic districts for up to six months while demolition of non-contributing buildings within the historic district may be delayed for up to three months.

10. Request for demolition justification statement. A justification statement shall accompany the application for a Certificate of Appropriateness for demolition of any contributing structure in a historic district or individually designated historic structure. The justification statement must include the following:

- (a) A certified report from a registered architect or engineer which provides documentation explaining that the building is structurally unsound and is damaged beyond the ability to repair it at a reasonable cost. The report must include photographs to substantiate the damage.
- (b) A certified report from an engineer, architect, general contractor, or other qualified professional which documents the projected cost of repairing the structure and returning it to a safe and habitable condition.
- (c) An appraisal of the property in its current condition, its value as vacant land and its potential value as a preserved and restored historic property.
- (d) Documentation that reasonable efforts have been made to find a suitable alternate location for the structure within the City of Delray Beach to which the contributing/individually designated historic structure could be safely relocated.
- (e) Documentation that the applicant or property owner has taken such steps as it deems necessary to preserve the structure requested for demolition including consultation with community groups, public agencies, and interested citizens, recommendations for acquisition of property by public or private bodies, or agencies and exploration of the possibility of moving one or more structures or other features.

11. Salvage and recordation of historic structures.

- (a) The property owner shall contact the Delray Beach Historical Society for the purpose of salvaging and preserving specified classes of building materials, architectural details and ornaments, fixtures, and the like for reuse in the restoration of the other historic properties. Confirmation of such efforts shall be provided in a written statement and submitted with the other demolition application prior to consideration by the Historic Preservation Board.
- (b) The Board may, with the consent of the property owner, request that the Delray Beach Historical Society, or the owner, at the owner's expense, record the architectural details for archival purposes prior to demolition.
 - i. The recording may include, but shall not be limited to photographs, documents and scaled architectural drawings to include elevations and floor plans.

ii. One copy of the recording shall be submitted to the City's Planning and Zoning Department, and one copy shall be submitted to the Delray Beach Historical Society for archiving purposes.

On the morning of Tuesday, February 25, 2020, the former train station was nearly totally destroyed as a result of a fire started by four teens. What is left of the structure is primarily exterior walls. The entire interior of the south portion of the building was destroyed along with the original tower features and roof. The portico remains with little to no damage. The north side of the building, which was the original open warehouse area, was also damaged by the fire and water with large portions of the roof missing. The city has had plans to improve and rehabilitate the structure prior to fire, but plans had stalled as a result of the damage so that staff could develop a new plan. The plan has now changed from a rehabilitation to a reconstruction and restoration. In order to move forward with the improvement plan for the building, demolition and reconstruction of a portion of the building is necessary.

Pursuant to this code section, reports and documentation are required to be submitted and public notice of the demolition must be provided to property owners within a 500' radius of the subject property. Such reports and documentation along with development plans have been submitted and the project is moving forward to the Historic Preservation Board for review.

The board must review and determine if the structure meets the demolition guidelines as follows:

The structure was listed on the National Register of Historic Places in 1986 and the Local Register of Historic Places in 1988; thus, fulfilling the criteria for listing on the national register. The structure was designed in 1927 by architect Gustav Maass. At the time Maass worked for the renowned West Palm Beach architectural firm Harvey & Clarke. He designed several other Seaboard Airline RailWay stations during this time period. Some of these train stations still exist within Florida, notably the Naples, Deerfield, and Homestead Train Stations. Each of the remaining structures possesses unique qualities, such as the design of the porticos, train platform waiting areas, and tower features to name a few.

The structure demonstrates that it is of such design, craftsmanship, or material that it could be reproduced only with great difficulty or economically nonviable expense. Preservation and reconstruction of the structure will promote the general and value of Delray Beach's culture and heritage, specifically the development of rail transportation that led to the settlement of Florida. The plan for demolition is accompanied by plans for reconstruction and eminent reuse of the property. Finally, the reconstruction and restoration of the structure is anticipated to facilitate the structure remaining on the both the Local and National Registers of Historic Places, demonstrating the city's commitment to historic preservation within the community and region.

COMPREHENSIVE PLAN

Pursuant to the Historic Preservation Element (HPE), Objective 1.4, Historic Preservation Planning: Implement appropriate and compatible design and planning strategies for historic sites and properties within historic districts.

The objective shall be met through continued adherence to the City's Historic Preservation Ordinance and, where applicable, to architectural design guidelines through the following policies:

Historic Preservation Element 1.4 Property shall be developed or redeveloped, in a manner so that the future use, intensity and density are appropriate in terms of soil, topographic, and other applicable physical considerations; encourage affordable goods and services; are complementary to and compatible with adjacent land uses; and fulfill remaining land use needs.

The development proposal involves the demolition, reconstruction, and restoration of the fire damaged train station for adaptive reuse of offices. Additionally, site improvements are planned further facilitate the adaptive reuse of the structure. There are no concerns with respect to soil, topographic or other physical considerations. With respect to the adjacent land uses, the property is

in an area surrounded by residential, industrial, and service type uses. Establishment of an office on the subject property provides a good transitional use between the adjacent Delray Station Apartment Complex and the industrial uses to the west. Further, access to the site is constrained. While the site is highly visible from the adjacent I-95 Highway and West Atlantic Avenue, an access point to West Atlantic Avenue does not exist. Access to the site is taken from Lake Ida Road via Depot Avenue. The proposal provides for an appropriate adaptive reuse for offices, which will fulfill a remaining land use need in this area. Based upon the above, the proposal can be considered consistent with the subject Objective.

Historic Preservation Policy 1.4.1 Prior to approval or recommending approval of any land use or development application for property located within a historic district or designated as a historic site, the Historic Preservation Board must make a finding that the requested action is consistent with the provisions of Section 4.5.1 of the Land Development Regulations relating to historic sites and districts and the “Delray Beach Design Guidelines”.

The structure is Individually Listed to the Local and National Registers of Historic Places. Provided the conditions of approval are addressed, the proposal can be found to be consistent with the requirements of the Comprehensive Plan and the request can be considered to be consistent with the provisions of LDR Section 4.5.1 relating to historic sites and districts as well as the “Delray Beach Historic Preservation Design Guidelines”.

ALTERNATIVE ACTIONS

- A. Move to continue with direction.
- B. Approve the Class II Site Plan Modification and Certificate of Appropriateness (2021-166) for property located at **80 Depot Avenue, Individually listed to the Local & National Registers of Historic Places**, by adopting the findings of fact and law contained in the staff report and finding the request and approval thereof meets the criteria set forth in Land Development Regulations.
- C. Approve the Class II Site Plan Modification, Landscape Plan, and Certificate of Appropriateness (2021-166) for property located at **80 Depot Avenue, Individually listed to the Local & National Registers of Historic Places**, by adopting the findings of fact and law contained in the staff report and finding the request and approval thereof meets the criteria set forth in Land Development Regulations subject to the following conditions:

1. That the proposed fence type be consistent with the requirements of LDR Section 4.5.1.

Site Plan Technical Items:

1. That the photometric plan be updated to provide for foot candle measurements on the west side of the structure;
2. That a Palm Beach County Traffic Performance Statement be provided;
3. That the adjacent CSX railroad tracks be depicted on the survey;
4. That the FDOT permit/pre-application documents be provided; and,
5. That the site plan be amended to provide an increased turn-around area for fire trucks at the south end of the property and that associated plans and drainage calculations be updated if needed.

- D. Deny the Class II Site Plan Modification, Landscape Plan, and Certificate of Appropriateness (2021-166) for educational landscape improvement located at **80 Depot Avenue, Individually listed to the Local & National Registers of Historic Places**, by finding the request and approval thereof does not meet the criteria set forth in Land Development Regulations.

PUBLIC AND COURTESY NOTICES

Courtesy Notices are not applicable to this request

Public Notice mailers were sent to all properties within a 500' radius of the subject property on August, 19, 2021.

Agenda was posted on August 25, 2021, 5 working days prior to meeting.

DEMOLITION JUSTIFICATION STATEMENT
Seaboard Airline Railroad Station, Delray Beach, FL

The Mediterranean Revival-styled train depot located at 1525 West Atlantic Avenue was built circa 1927. The building was extremely significant in the early growth and development of Delray Beach since, as a railroad depot, the building was instrumental in transporting people, agriculture, and building materials in and out of the city. The building retained its architectural integrity

The architect was Gustav A. Maass, for Harvey & Clarke, and because of its significance and retention of integrity, it was listed in the National Register of Historic Places on September 4, 1986 and locally designated by the city on October 11, 1988. The building fell victim to arson in February 2020.

Fortunately, because of the multiple historic designations, there is ample documentation and research, including photography, which describes the structure and its architectural features. Additionally, RJ Heisenbottle Architects performed an extensive existing conditions survey which fully documented the building, allowing for the accurate restoration and reconstruction of this building.

Compliance with The Secretary of the Interior's Standards for Rehabilitation

As is required for locally historically designated buildings, the restoration and reconstruction will follow all of the Secretary of the Interior's Standards of Rehabilitation, in particular, the following:

STANDARD 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided. *All of the historic materials and features on the exterior and within the building that are salvageable from the fire damage shall be retained and restored.*

STANDARD 3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken. *The restoration and reconstruction will not create a false sense of historical development, rather it will intend to bring back the structure to its physical appearance from the 1920s.*

STANDARD 6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence. *Historic features and elements that are salvageable shall be repaired, those that are beyond repair shall be replaced to match original features in design, color, and materials.*

Because of the unique situation present in that much of the building was recently destroyed by an act of vandalism, the restoration will not only follow the Secretary of the Interior's Standards of Rehabilitation, but also the Secretary of the Interior's Standards for Reconstruction. The reconstruction standards that will be utilized in this project will include:

STANDARD 1. Reconstruction will be used to depict vanished or non-surviving portions of a property when documentary and physical evidence is available to permit accurate reconstruction with minimal conjecture, and such reconstruction is essential to the public understanding of the property.

STANDARD 2. Reconstruction of a landscape, building, structure or object in its historic location will be preceded by a thorough archeological investigation to identify and evaluate those features and artifacts that are essential to an accurate reconstruction. If such resources must be disturbed, mitigation measures will be undertaken.

STANDARD 3. Reconstruction will include measures to preserve any remaining historic materials, features and spatial relationships.

STANDARD 4. Reconstruction will be based on the accurate duplication of historic features and elements substantiated by documentary or physical evidence rather than on conjectural designs or the availability of different features from other historic properties. A reconstructed property will re-create the appearance of the non-surviving historic property in materials, design, color and texture.

Visual Compatibility Standards

The restoration and the reconstruction will also conform to the requirements of City of Delray Beach's Land Development Regulations, in particular, Section 4.5.1 (E)(7). Section 4.5.1 is the Historic Preservation Section for Designated Districts, Sites, and Buildings, and Subsection (E) is Development Standards, subsection (7) is Visual Compatibility Standards.

The Seaboard Airline Railroad Station is a solitary structure that does not have other historic buildings in its immediate vicinity, nor is it located within a historic district. Therefore, the structure will not visually impact other buildings, since there is little development around it. However, the plans are to return the building to its original appearance, and thus will not change its previous compatibility with any nearby structures.

Evaluation Guidelines for Demolition COA's

A significant portion of the building is planned for demolition (and reconstruction) as a result of the devastating damage due to fire. The following is a Justification Statement addressing the Standards in LDR Section 4.5.1 (F) *Demolitions*, specifically from subsection (6), which provides guidelines to the Board when evaluating applications for a Certificate of Appropriateness for Demolition. There are five evaluation criteria the board must consider (here, with a response as to how the demolition is justified, in this case):

(a) Whether the structure is of such interest or quality that it would reasonable fulfill criteria for designation for listing in the National Register.

The building was listed in the National Register of Historic Places on September 4, 1986 and locally designated by the City on October 11, 1988. Therefore, the building clearly represents a unique part of Delray's history and exemplifies significant historic architecture.

(b) Whether the structure is of such design, craftsmanship, or material that it could be reproduced only with great difficulty or economically nonviable expense.

This is not a request for complete demolition, and the portion being demolished will be reconstructed to its historic configuration and appearance.

(c) Whether the structure is one of the last remaining examples of its kind in the designated historic district within the city.

The building is individually designated, and not within a historic district. The station was designed by Gustav A. Maass, who at the time was working for renowned West Palm Beach architectural firm of Harvey & Clarke. Though other stations were constructed in a similar manner at the time (including Deerfield Beach, Homestead, and Boynton Beach Seaboard Railway Stations,) the Delray Beach station is one of the last remaining examples of its specific design, and by architect Maass. The Boynton Beach station was demolished in the 1960s, and the Homestead station has been empty and derelict for several years.

(d) Whether retaining the structure would promote the general and value of a particular culture and heritage.

The portion of the building being proposed for demolition is going to be reconstructed, so the structure will continue to promote Delray's earliest architecture, commerce, and transportation heritage.

(e) Whether there are approved plans for immediate reuse of the property if the proposed demolition is carried out, and what effect those plans will have on the historic district designation or the individual designation of the property.

The demolition will not negatively affect the designation, since it is going to be reconstructed and rehabilitated with the Secretary of the Interior's Standards for Rehabilitation as well as the Standards for Reconstruction guiding the process.

Demolition Justification Statement

Certificates of Appropriateness that are requesting demolition of an individually designated historic structure must also be accompanied by a justification statement. Since the portion to be demolished will be reconstructed, many of these will not be applicable, but the following are the five requirements for the statement as identified in LDR Section 4.5.1 (F)(10):

(a) A certified report from a registered architect or engineer which provides documentation explaining that the building is structurally unsound and is damaged beyond the ability to repair it at a reasonable cost. The report must include photographs to substantiate the damage.

There are several reports available which detail the damage to the building, including photographs, but again, the plan is to reconstruct the demolished portion.

(b) A certified report from an engineer, architect, general contractor, or other qualified professional which documents the projected cost of repairing the structure and returning it to a safe and habitable condition.

Since the plan is to restore the portion that is salvageable, and reconstruct the portion that is not salvageable, there will be qualified professionals providing cost estimates and complete restoration plans to the City.

(c) An appraisal of the property in its current condition, its value as vacant land and its potential value as a preserved and restored historic property.

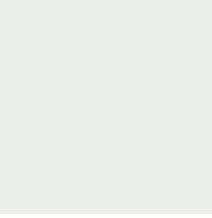
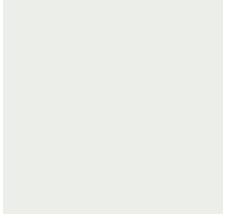
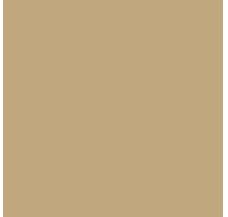
Not applicable, as there are no plans to completely demolish the structure and create vacant land.

(d) Documentation that reasonable efforts have been made to find a suitable alternate location for the structure within the City of Delray Beach to which the contributing/individually designated historic structure could be safely relocated.

Not applicable, as there are no plans to relocate the structure.

(e) Documentation that the applicant or property owner has taken such steps as it deems necessary to preserve the structure requested for demolition including consultation with community groups, public agencies, and interested citizens, recommendations for acquisition of property by public or private bodies, or agencies and exploration of the possibility of moving one or more structures or other features.

Not applicable, since the City will be restoring the historic structure.

BUILDING MATERIALS AND COLOR SAMPLE FORM	
<p>NOTE THE TYPE OF MATERIAL AND COLOR SPECIFICATION PROPOSED INCLUDING TYPES OF FINISHES. CAN ATTACH IMAGES OR PHOTOS OF MATERIALS. ATTACH ACTUAL PAINT COLOR SAMPLES WITH DETAILS OF MANUFACTURER</p>	
ROOF	WALLS
	 BENJAMIN MOORE HC-35 POWELL BUFF
FASCIA	TRIM/OTHER
 BENJAMIN MOORE OC-63 WINTER SNOW	 BENJAMIN MOORE OC-63 WINTER SNOW
WINDOWS	SHUTTERS/AWNING
 BENJAMIN MOORE HC-135 LAFAYETTE GREEN	
RAILINGS	FENCE
COLUMNS	OTHER - WALL BASE
	 BENJAMIN MOORE HC-38 DECATUR BUFF

CITY OF DELRAY BEACH

100 NW First Avenue, Delray Beach, FL 33444



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A0.03 EXISTING EXTERIOR CONDITIONS
A0.04 EXISTING INTERIOR CONDITIONS
A1.00 PROPOSED SITE PLAN - PART 1
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PP PHOTOMETRY SITE PLAN

HISTORIC APPLICATION SUBMITTAL AND CLASS II SITE PLAN MODIFICATION

RJHA PROJECT No.: 20-3495

RE-SUBMITTAL

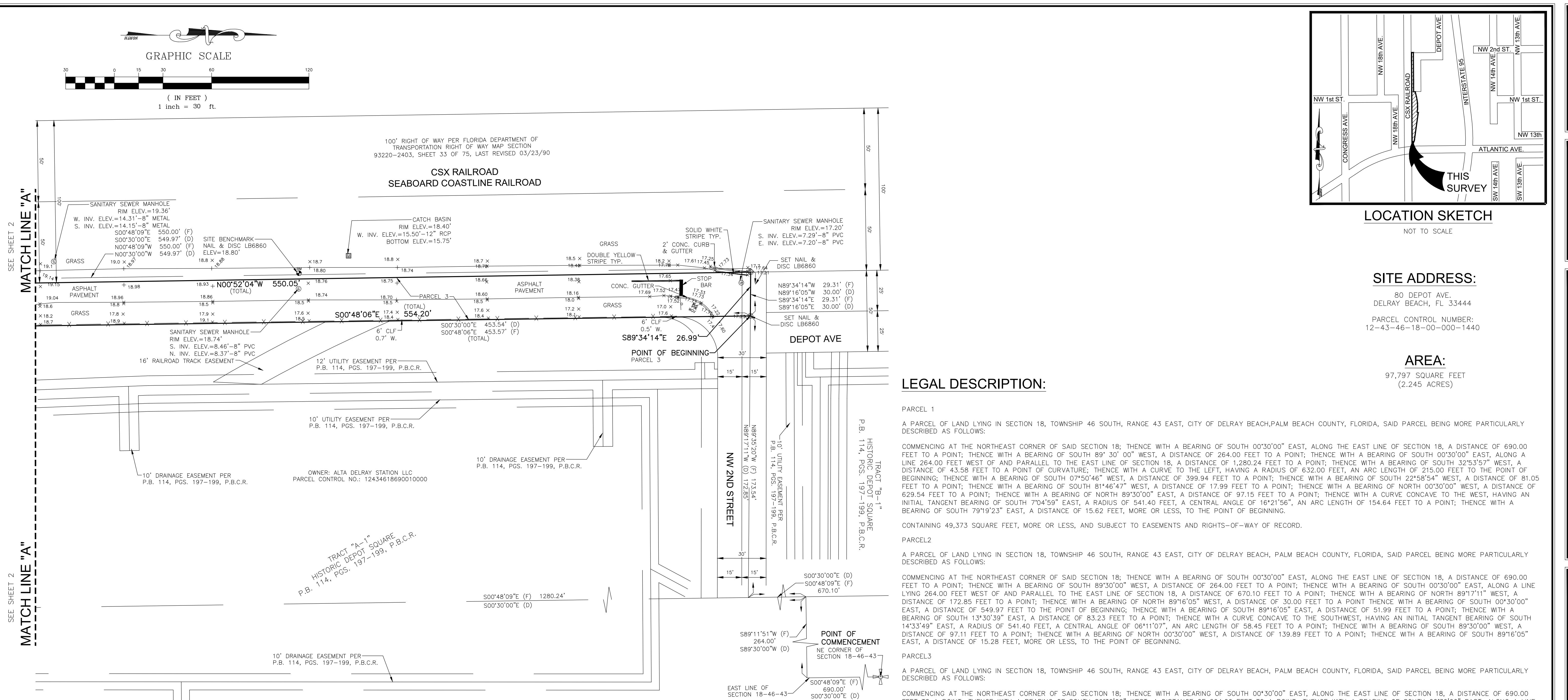
SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33431

AUGUST 6, 2021



RJ HEISENBOTTLE
A R C H I T E C T S
2199 PONCE DE LEON BLVD., SUITE 400
CORAL GABLES, FL 33134 TELEPHONE:
305/446-7799 FAX: 305/446-9275 FLORIDA
REGISTRATION NUMBER: AR 0010865



SURVEY NOTES:

1. THE LEGAL DESCRIPTION SHOWN HEREON WAS SUPPLIED BY THE CLIENT.
2. NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR AN ENCRYPTED DIGITAL SIGNATURE OF A FLORIDA PROFESSIONAL SURVEYOR AND MAPPER.
3. IT IS A VIOLATION OF THE STANDARDS OF PRACTICE 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.
4. LANDS SHOWN HEREON WERE ABSTRACTED FOR RIGHTS OF WAY, EASEMENTS, OWNERSHIP, OR OTHER INSTRUMENTS OF RECORD BY ATTORNEYS' TITLE INSURANCE FUND POLICY NO. OPM-2662637, EFFECTIVE DATE OF JULY 26, 2005 @ 10:30 AM
5. THIS SURVEY DOES NOT IDENTIFY THE LIMITS OR EXTENTS OF POTENTIAL JURISDICTIONAL BOUNDARIES.
6. BEARINGS SHOWN HEREON ARE BASED ON AN ASSUMED MERIDIAN ALONG THE EAST LINE OF TRACT "A-2", HISTORIC DEPOT SQUARE, AS RECORDING IN PLAT BOOK 114, PAGES 197 THUR 199, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, BEING SOUTH 32°35'50" WEST.
7. THE OWNERSHIP OF FENCES, PERIMETER WALLS AND/OR HEDGES SHOWN HEREON ARE NOT KNOWN AND THUS ARE NOT LISTED AS ENCROACHMENTS. FENCES, HEDGES AND/OR PERIMETER WALLS ARE SHOWN IN THEIR RELATIVE POSITION TO THE BOUNDARY.
8. ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 1988). SAID ELEVATIONS ARE BASED ON PALM BEACH COUNTY BENCHMARKS, DAUDELL, BEING A PALM BEACH COUNTY BRASS DISK IN A CONCRETE MONUMENT, TO REACH THE STATION PROCEED TO ITS LOCATION 101 FEET SOUTH OF THE CENTERLINE OF THE INTERSECTION OF DAVIS ROAD AND LAKE IDA ROAD ON THE WEST SIDE. THE STATION IS A PALM BEACH COUNTY DISK SET IN CONCRETE AND STAMPED "DAUDELL". THE STATION IS LOCATED 19.5 FEET WEST OF THE WEST EDGE OF PAVEMENT OF DAVIS ROAD, 4 FEET NORTHEAST OF A SEWER MANHOLE AND 6 FEET EAST OF A POWER POLE WITH WITNESS SIGN. ELEVATION=15.194' AND BENCHMARK GUBER, BEING A PALM BEACH COUNTY BRASS DISK IN A CONCRETE MONUMENT, TO REACH THE STATION PROCEED TO ITS LOCATION 0.3 MILE NORTH OF LAKE IDA ROAD ON THE EAST SIDE OF CONGRESS AVENUE. THE STATION IS A PALM BEACH COUNTY BRASS DISK SET IN CONCRETE STAMPED "GUBER". THE STATION IS LOCATED IN THE CENTER OF A 3-FOOT STRIP OF SOD BETWEEN THE CURB AND AN 8-FOOT SIDEWALK, 7.7 FEET SOUTH OF THE SOUTH END OF A STRETCH OF GUARDRAIL, 582 FEET NORTH OF THE CENTERLINE ENTRANCE TO DELRAY PARK OF COMMERCE AND 9.6 FEET SOUTH OF A WITNESS SIGN IN THE SOUTH END OF THE GUARDRAIL. ELEVATION=14.261'
9. FEATURES AND LINE WORK SHOWN HEREON ARE REFERENCED TO THE NORTH AMERICAN HORIZONTAL DATUM OF 1983 WITH THE 2011 ADJUSTMENT APPLIED (NAD83/11), TRANSVERSE MERCATOR, FLORIDA EAST ZONE.
10. THE EXPECTED VERTICAL ACCURACY OF THE INFORMATION SHOWN HEREON IS $\pm 0.03'$ FOR HARD SURFACE ELEVATIONS AND $0.1'$ FOR SOFT SURFACE ELEVATIONS.
11. THE HORIZONTAL FEATURES SHOWN HEREON ARE PLOTTED TO WITHIN 1/30 OF THE MAP SCALE. HORIZONTAL FEATURE LOCATION IS TO THE CENTER OF THE SYMBOL AND MAY BE ALTERED FOR CLARITY. DISTANCES AND ELEVATIONS SHOWN HEREON ARE U.S. SURVEY FEET UNLESS OTHERWISE NOTED. THE EXPECTED HORIZONTAL ACCURACY OF THE INFORMATION SHOWN HEREON IS $\pm 0.1'$.
12. THE INTENDED DISPLAY SCALE FOR THIS SURVEY IS 1"=30' OR SMALLER.
13. ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP (FIRM) MAP NUMBER 12099C0979F, EFFECTIVE DATE 10/05/2017, THIS PROPERTY LIES IN ZONE X (NO BASE FLOOD ELEVATION).

LEGEND:

G.	BUILDING		WATER VALVE	S.
	BENCHMARK			
	CATCH BASIN			
	CONCRETE BLOCK STRUCTURE			
	CHAIN LINK FENCE		PALM TREE	
	CORRUGATED METAL PIPE		SHADE TREE	
	CONCRETE	— x — x —	CHAIN LINK FENCE	
	PER DEED			
	ELEVATION			
	PER FIELD			
	FINISHED FLOOR ELEVATION			
	FOUND			
	FLORIDA POWER & LIGHT COMPANY			
	IDENTIFICATION			
	INVERT			
	FLORIDA LICENSED BUSINESS NUMBER			
	NUMBER			
B.	OFFICIAL RECORDS BOOK			L
	REINFORCED CONCRETE PIPE			
	RIGHT OF WAY			T
	PLAT BOOK			F
C.R.	PALM BEACH COUNTY RECORDS			
	PAGE			
	PAGES			
	PERMANENT REFERENCE MONUMENT			
	POLYVINYL CHLORIDE PIPE			
	STORY			
FT.	SQUARE FEET			I
	TYPICAL			H
	UNKNOWN TREE			BE
	RADIUS			CO
	CENTRAL ANGLE			
	ARC LENGTH			KE
	CENTERLINE			CO
	BENCHMARK			
	CATCH BASIN			
	SINGLE POST SIGN			
	SANITARY SEWER MANHOLE			
	FIRE HYDRANT			

CERTIFICATION:

HEREBY CERTIFY THAT THE ATTACHED BOUNDARY AND TOPOGRAPHIC SURVEY OF THE HEREON DESCRIBED PROPERTY IS DEPICTED TO THE BEST OF MY KNOWLEDGE AND BELIEF AND THE INFORMATION AS SURVEYED UNDER MY DIRECTION ON APRIL 9, 2019 MEETS THE STANDARDS OF PRACTICE RULE 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES, SUBJECT TO THE QUALIFICATIONS NOTED HEREON.

ITH & ASSOCIATES, INC.
NSULTING ENGINEERS

MOTHY H. GRAY
PROFESSIONAL SURVEYOR AND MAPPER
REGISTRATION No. 6604
STATE OF FLORIDA

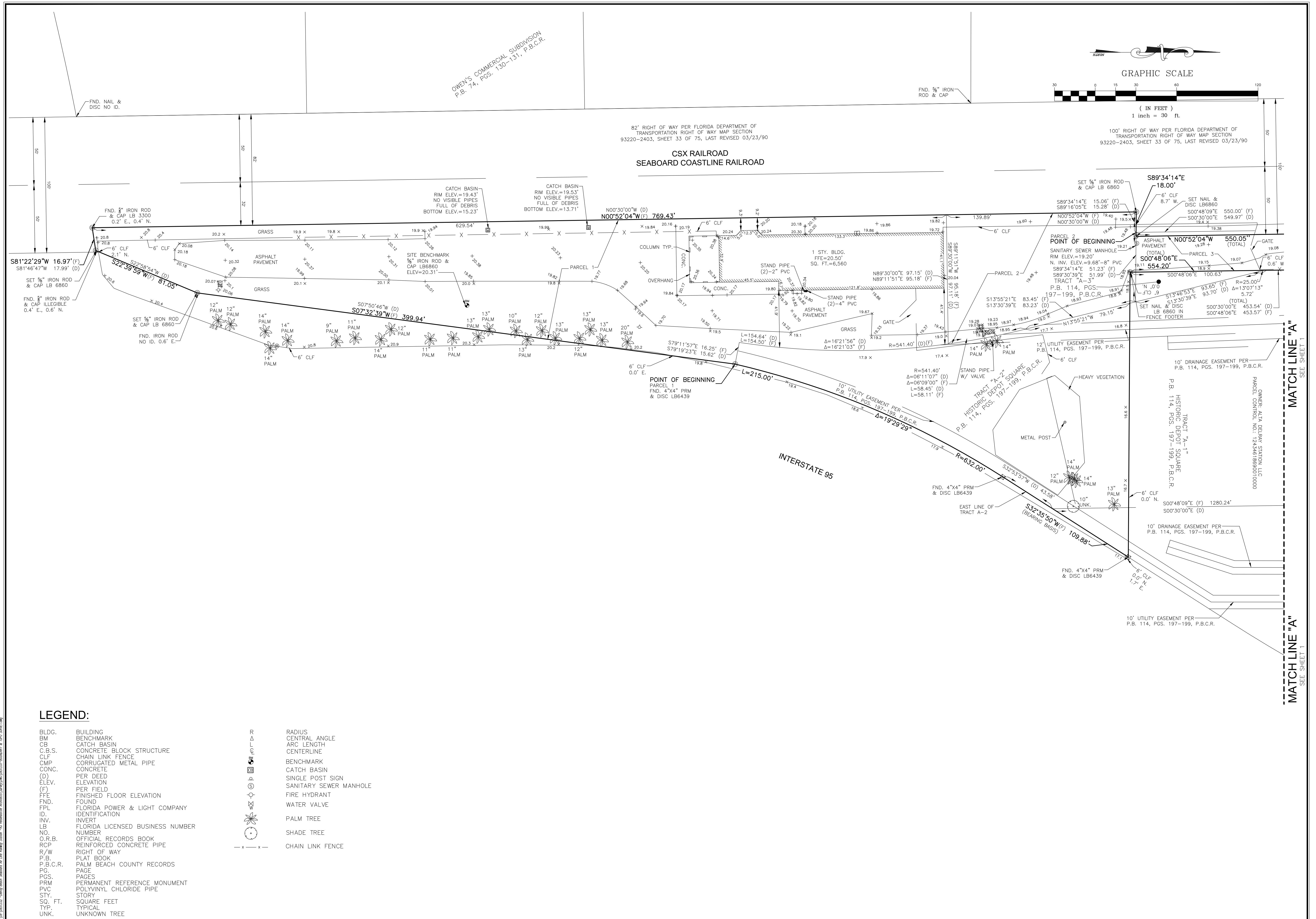
BOUNDRY & TOPOGRAPHIC SURVEY
DELRAY BEACH HISTORIC DEPOT STATION
A PORTION OF THE
NORTHEAST ONE-QUARTER (NE 1/4)
OF SECTION 18, TOWNSHIP 46 SOUTH, RANGE 43 EAST
CITY OF DELRAY BEACH, FLORIDA

SHEET 1 OF 2
PROJECT NUMBER
09515.01

4-13-21	FEMA FIRM INFO	TG
7-6-21	CHANGE ORIENTATION	PD

DATE	4/3/19
SCALE	1" = 30
FIELD BOOK	814
DRAWN BY	DDB
CHECKED BY	

The logo for Keith consists of a large, dark grey, stylized 'K' on the left. To the right of the 'K', the letters 'EITH' are stacked vertically in a bold, dark grey sans-serif font. The 'E' and 'I' are slightly slanted.



LEGEND:

BLDG.	BUILDING
BM	BENCHMARK
CB	CATCH BASIN
C.B.S.	CONCRETE BLOCK STRUCTURE
CLF	CHAIN LINK FENCE
CMP	CORRUGATED METAL PIPE
CONC.	CONCRETE
(D)	PER DEED
ELEV.	ELEVATION
(F)	PER FIELD
FFE	FINISHED FLOOR ELEVATION
FND.	FOUND
FPL	FLORIDA POWER & LIGHT COMPANY
ID.	IDENTIFICATION
INV.	INVERT
LB	FLORIDA LICENSED BUSINESS NUMBER
NO.	NUMBER
O.R.B.	OFFICIAL RECORDS BOOK
RCP	REINFORCED CONCRETE PIPE
R/W	RIGHT OF WAY
P.B.	PLAT BOOK
P.B.C.R.	PALM BEACH COUNTY RECORDS
PG.	PAGE
PGS.	PAGES
PRM	PERMANENT REFERENCE MONUMENT
PVC	POLYVINYL CHLORIDE PIPE
STY.	STORY
SQ. FT.	SQUARE FEET
TYP.	TYPICAL
UNK.	UNKNOWN TREE

R	RADIUS
Δ	CENTRAL ANGLE
L	ARC LENGTH
CL	CENTERLINE
BM	BENCHMARK
CB	CATCH BASIN
Ω	SINGLE POST SIGN
Ⓐ	SANITARY SEWER M
○	FIRE HYDRANT
W	WATER VALVE
	PALM TREE
	SHADE TREE
— x — x —	CHAIN LINK FENCE

SCALE 1" = 30

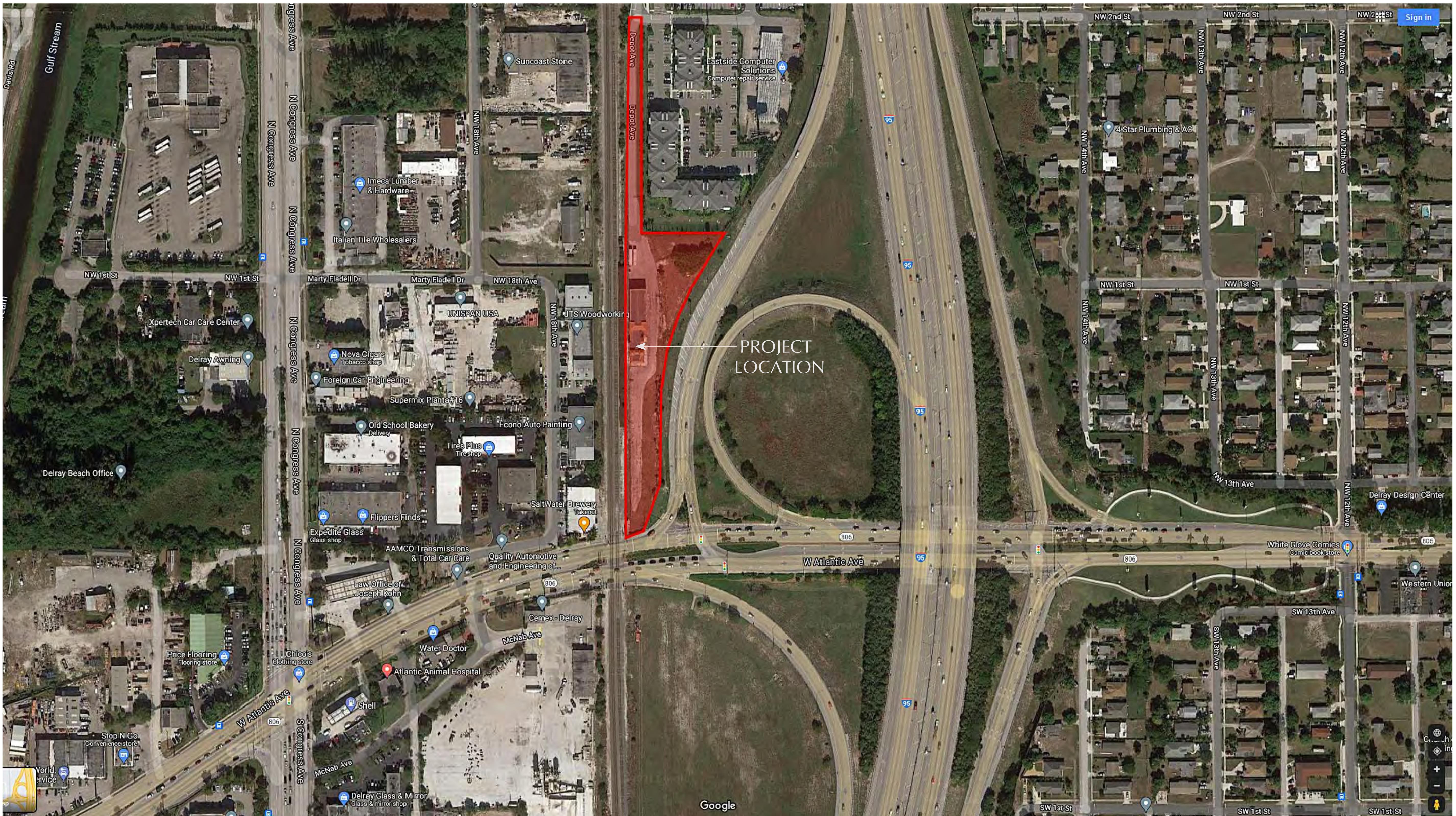
FIELD BOOK 814

DRAWN BY DDB

CHECKED BY LP

BOUNDARY & SURVEY
DELRAY BEACH HISTORIC DEPOT STATION

HEET 2 OF 2
PROJECT NUMBER
09515.01



VICINITY AND CONTEXT MAP



SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33431

AUGUST 6, 2021

RJ HEISENBOTTLE
ARCHITECTS
2199 PONCE DE LEON BLVD., SUITE 400
CORAL GABLES, FL 33134 TELEPHONE:
305/446-7799 FAX: 305/446-9275 FLORIDA
REGISTRATION NUMBER: AR 0010865

A0.00



CIRCA 1981



CIRCA 1973

HISTORIC PHOTOGRAPHS

SEABOARD AIRLINE RAILWAY STATION
RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33431

AUGUST 6, 2021



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REGISTRATION NUMBER: AR 0010865

A0.01



RENDERING OF PROPOSED RESTORATION

SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

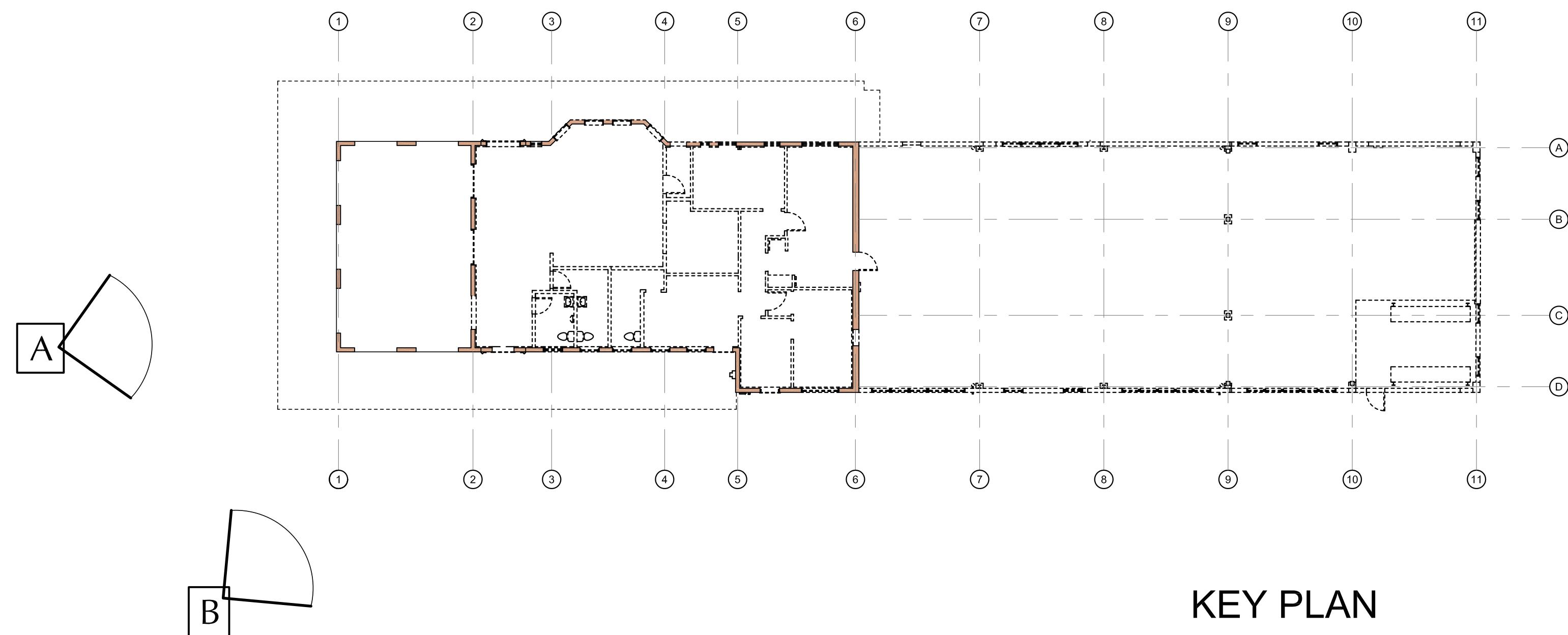
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AUGUST 6, 2021



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A0.02



KEY PLAN



A. SOUTH ELEVATION



B. SOUTH-EAST ELEVATION



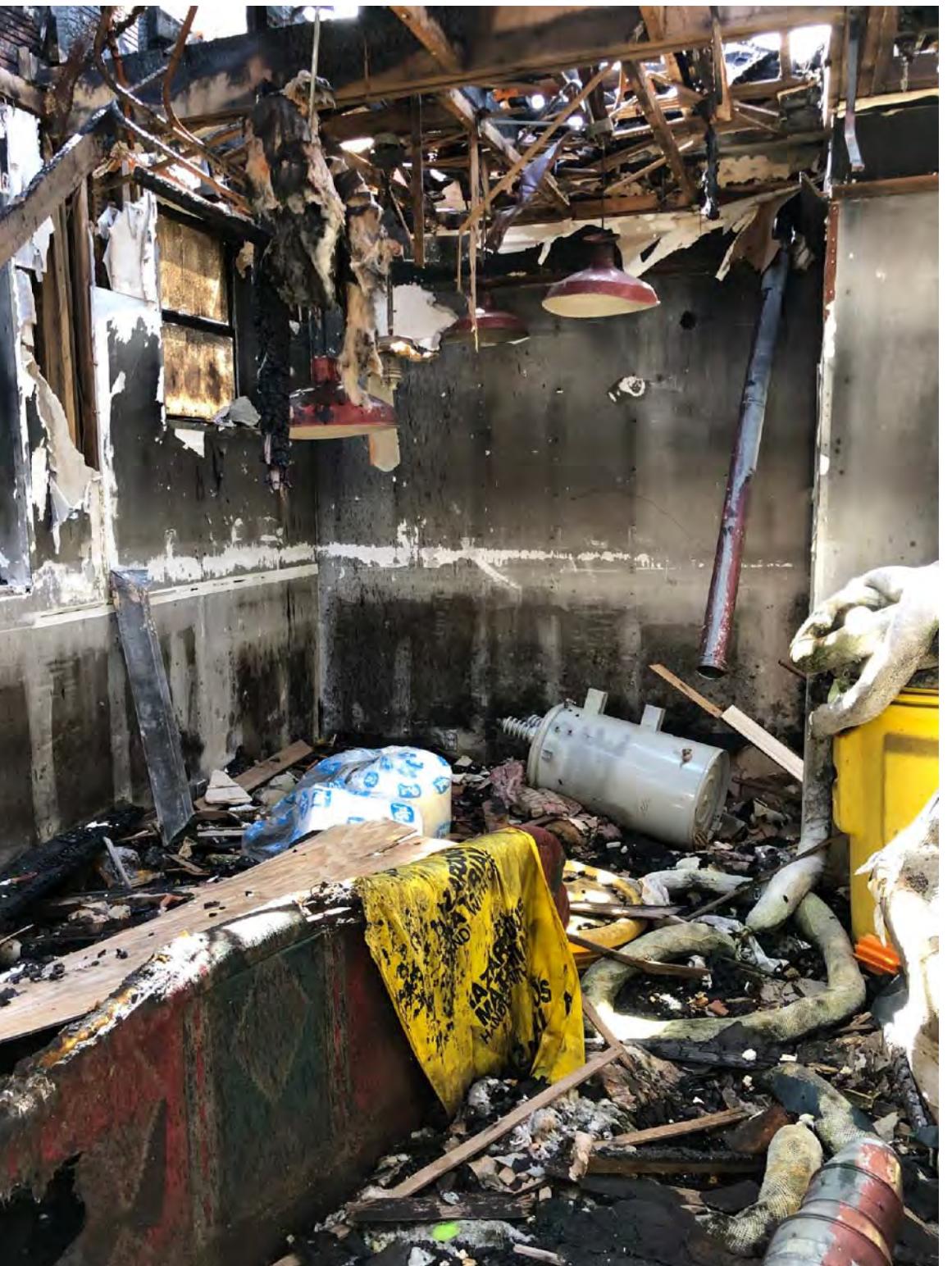
EXISTING CONDITIONS PHOTOGRAPHS
SEABOARD AIRLINE RAILWAY STATION
RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33431

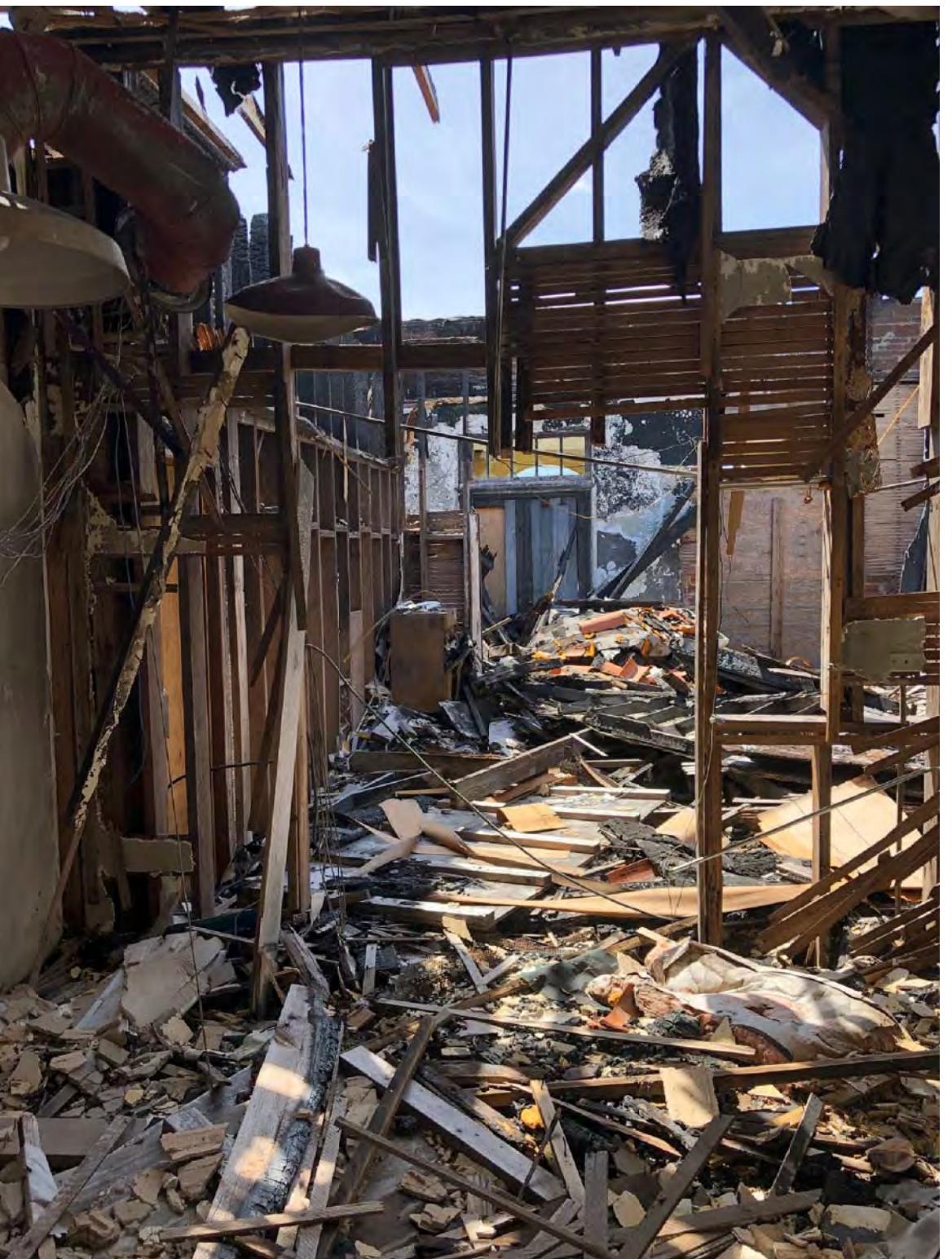
AUGUST 6, 2021

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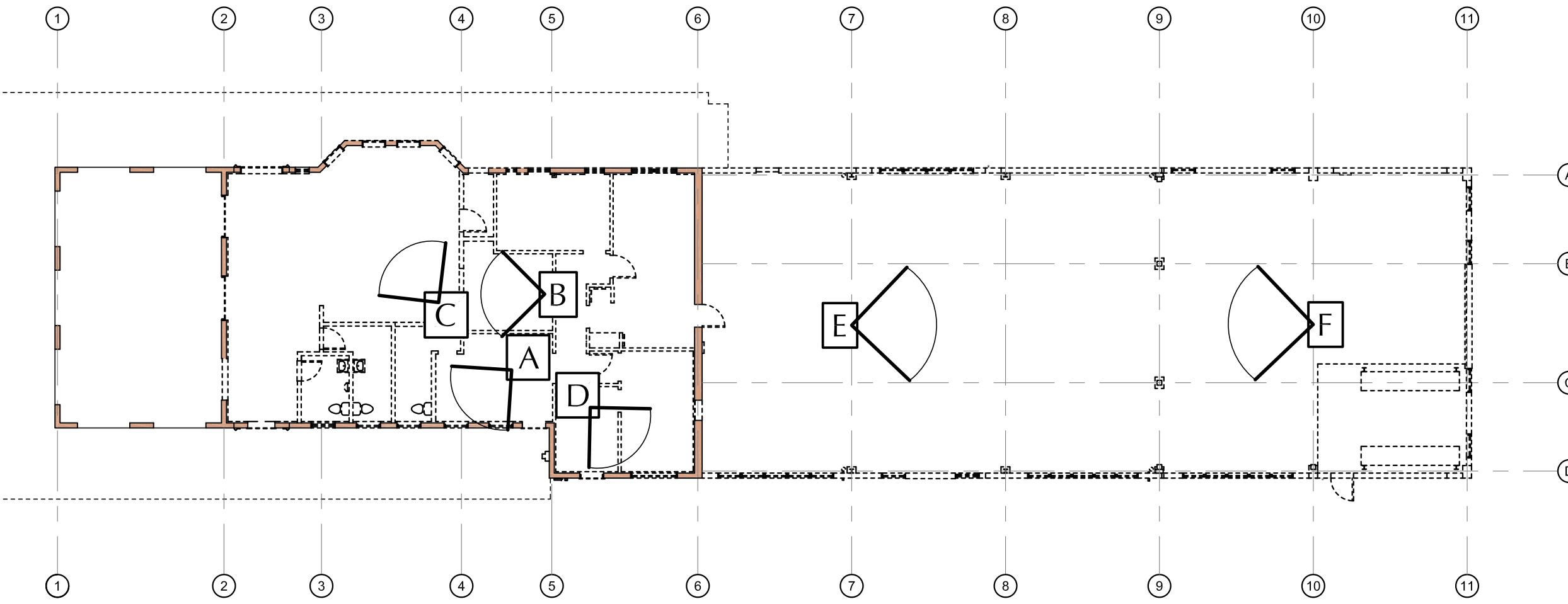
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A. REAR OFFICE LOOKING SOUTH-EAST



B. WAREHOUSE AREA LOOKING NORTH



KEY PLAN



C. OFFICE AREA BAY WINDOWS



D. REAR OFFICE LOOKING NORTH-EAST



E. WAREHOUSE AREA LOOKING NORTH



F. WAREHOUSE AREA LOOKING SOUTH



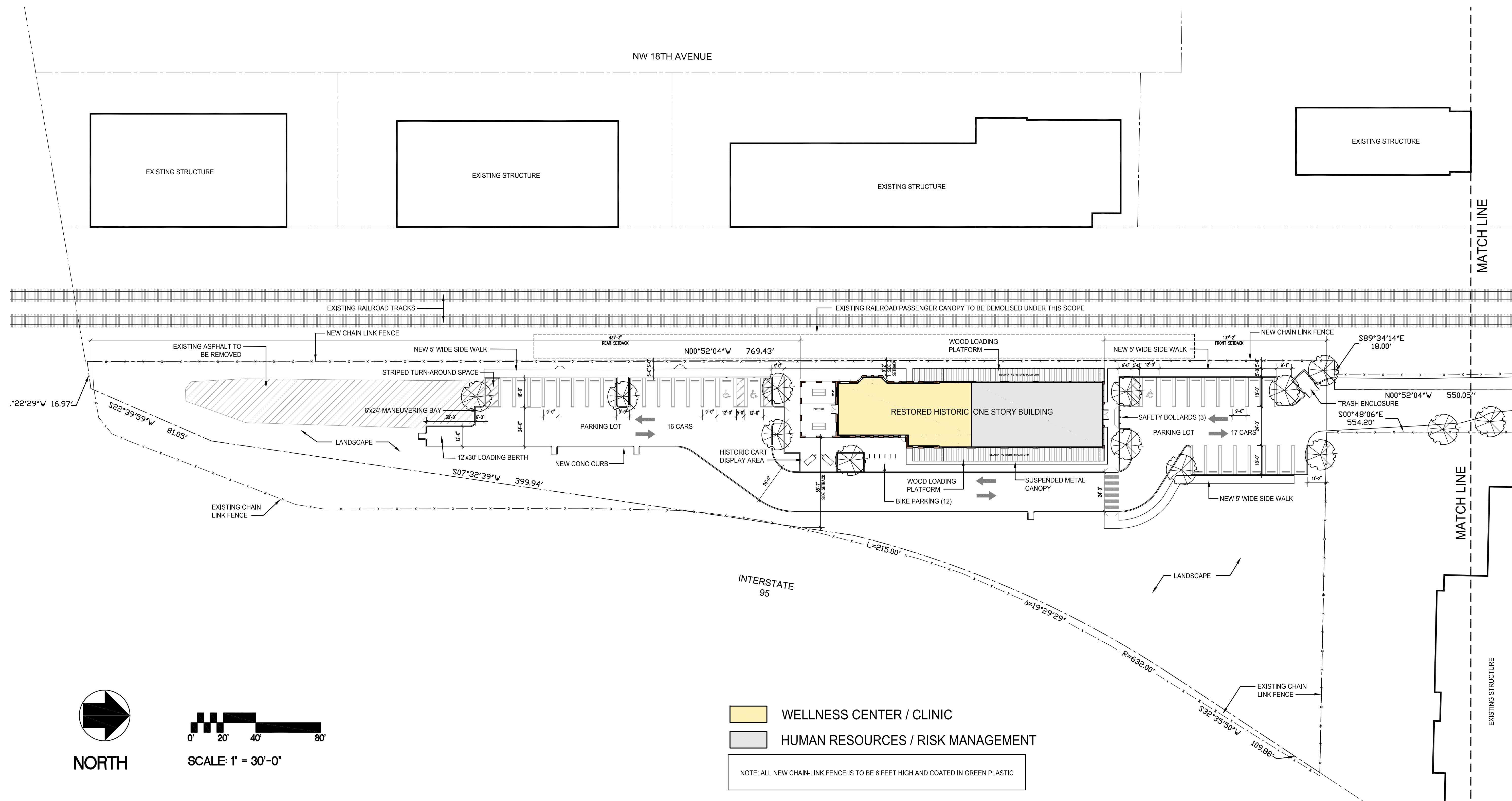
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80 DEPOT, DELRAY BEACH, Florida 33431

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A0.04



SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33431

AUGUST 6, 2021

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REGISTRATION NUMBER: AR 0010865

A1.00



PARKING CALCULATIONS

PARKING CALCULATIONS:			
REQUIRED PARKING:	RATIO	AREA:	NO. OF SPACES
BUILDING TYPE (100% - 6,580 SF)			
GOVERNMENTAL BUSINESS AND PROFESSIONAL OFFICES SECTION 4.6.9(C)(4)(b)	(5 / 1000)	3,208 SF.	16 SPACES
GOVERNMENTAL BUSINESS AND PROFESSIONAL OFFICES SECTION 4.6.9(C)(4)(b)	(5 / 1000)	3,372 SF.	17 SPACES
		TOTAL REQUIRED:	33 SPACES
PROVIDED PARKING:	OFF STREET STANDARD SPACES: (9'x18')	30 SPACES	
	ON STREET PARALLEL SPACES: (8'x22')	0 SPACES	
	ACCESSIBLE SPACES: (12'x18')	3 SPACES	
		TOTAL PROVIDED:	33 SPACES
OFF-STREET LOADING:	5,000 - 20,000 G SF. = ONE BERTH		
Sec. 4.6.10			
		TOTAL REQUIRED:	1 BERTH
		TOTAL PROVIDED: (12'x30')	1 BERTH
NOTES:			
1) PARKING FACILITIES CONTAINING 21 OR MORE SPACES SHALL BE MARKED WITH DIRECTIONAL ARROWS			
2) STANDARD ISLE WIDTH = 24'-0"			
3) 1 ADA PARKING SPACE PER 25 REQUIRED SPACES IS REQUIRED			
4) LANDSCAPE ISLANDS SHALL BE PLACED AT AN INTERVAL NO LESS THAN 1 ISLAND PER EVERY 13 STANDARD PARKING SPACES.			
5) EACH ROW OF PARKING SHALL BE TERMINATED BY LANDSCAPE ISLANDS WITH MINIMUM DIMENSIONS OF 9'-0" IN WIDTH, EXCLUSIVE OF CURB, AND 135 SQUARE FT.			

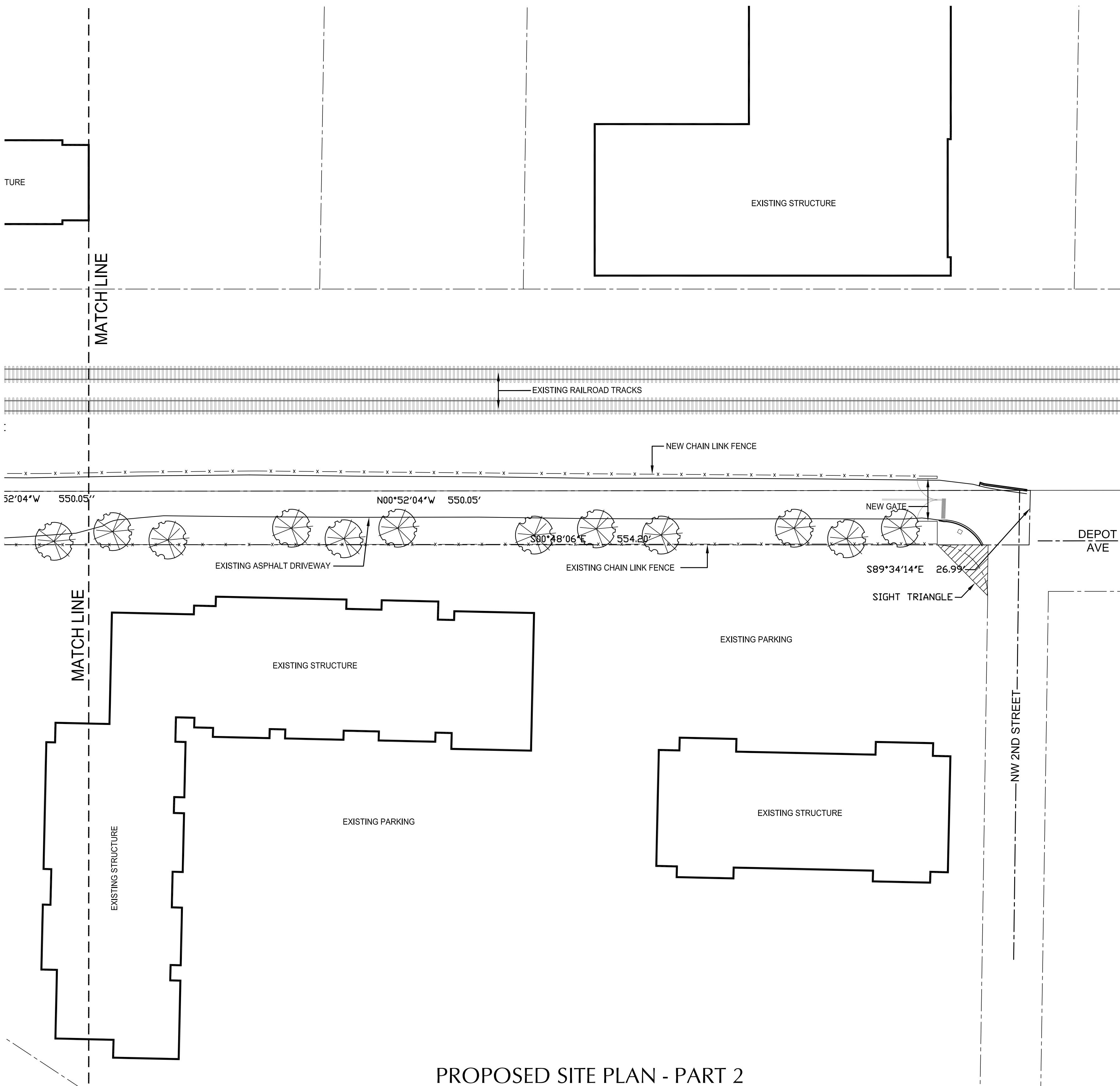
PROPOSED SITE PLAN - PART 2

PROJECT DATA

SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021



PROJECT DATA				
The following information must be provided in the spaces below and must be shown on the Site Plan.				
	REQUIRED/PERMITTED	EXISTING	PROPOSED	
FRONT SETBACK	25 FT.	137 FT. 2 IN.	137 FT. 2 IN.	
SIDE INTERIOR SETBACK	10 FT.	9 FT. 2 IN.	9 FT. 2 IN.	
SIDE STREET SETBACK	10 FT.	55 FT. 7 IN.	55 FT. 7 IN.	
REAR SETBACK	10 FT.	437 FT. 3 IN.	437 FT. 3 IN.	
HEIGHT/FLOORS	48 FT.			
WIDTH OF SITE	0 FT.			
DEPTH OF SITE	0 FT.			
FRONTAGE				
TOTAL SITE AREA		97,797 SF	97,797 SF	
PERVIOUS/IMPERVIOUS AREA		48,428 SF/49,371 SF	52,483 SF/45,334 SF	
OPEN SPACE (LANDSCAPED)	25% MIN. (24,449 SF)		53.6% (52,483 SF)	
WATER BODIES	N/A	N/A	N/A	
GROUND FLOOR AREA		8,580 SF	8,580 SF	
TOTAL FLOOR AREA				
LOT COVERAGE	50.0% (48,888 SF)	8.5% (8295 SF)	8.5% (8295 SF)	
FLOOR AREA RATIO		0.087 FAR	0.087 FAR	
NUMBER OF DWELLING UNITS	N/A			
DENSITY (UNITS PER ACRE)	N/A			
DWELLING UNITS				
	NUMBER OF UNITS	A/C SQ. FT.	TOTAL SQ. FT.	
EFFICIENCY	N/A			
1 BEDROOM	N/A			
2 BEDROOM	N/A			
3 BEDROOM	N/A			
4 BEDROOM	N/A			
PARKING SPACES REQUIRED				
USE	CALCULATED AT #SPACES PER	REQUIRED	EXISTING	PROPOSED
MEDICAL OFFICES INCL. CLINICS	5 PER 1,000 SF	16		16
GOVERNMENTAL OFFICES	5 PER 1,000 SF	17		17
	REGULAR SPACES	31		30
	COMPACT SPACES (30% max. of required may be compact)			
	HANDICAPPED SPACES	2		3
	TOTALS	33		33

RJ HEISENBO^TTLE
A R C H I T E C T S

ISTRATION NUMBER: AR 0010865

A1.01

A1.01



PROPOSED RENDERED SITE PLAN



SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33431

AUGUST 6, 2021

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REGISTRATION NUMBER: AR 0010865

A1.02

DEMOLITION KEYNOTES

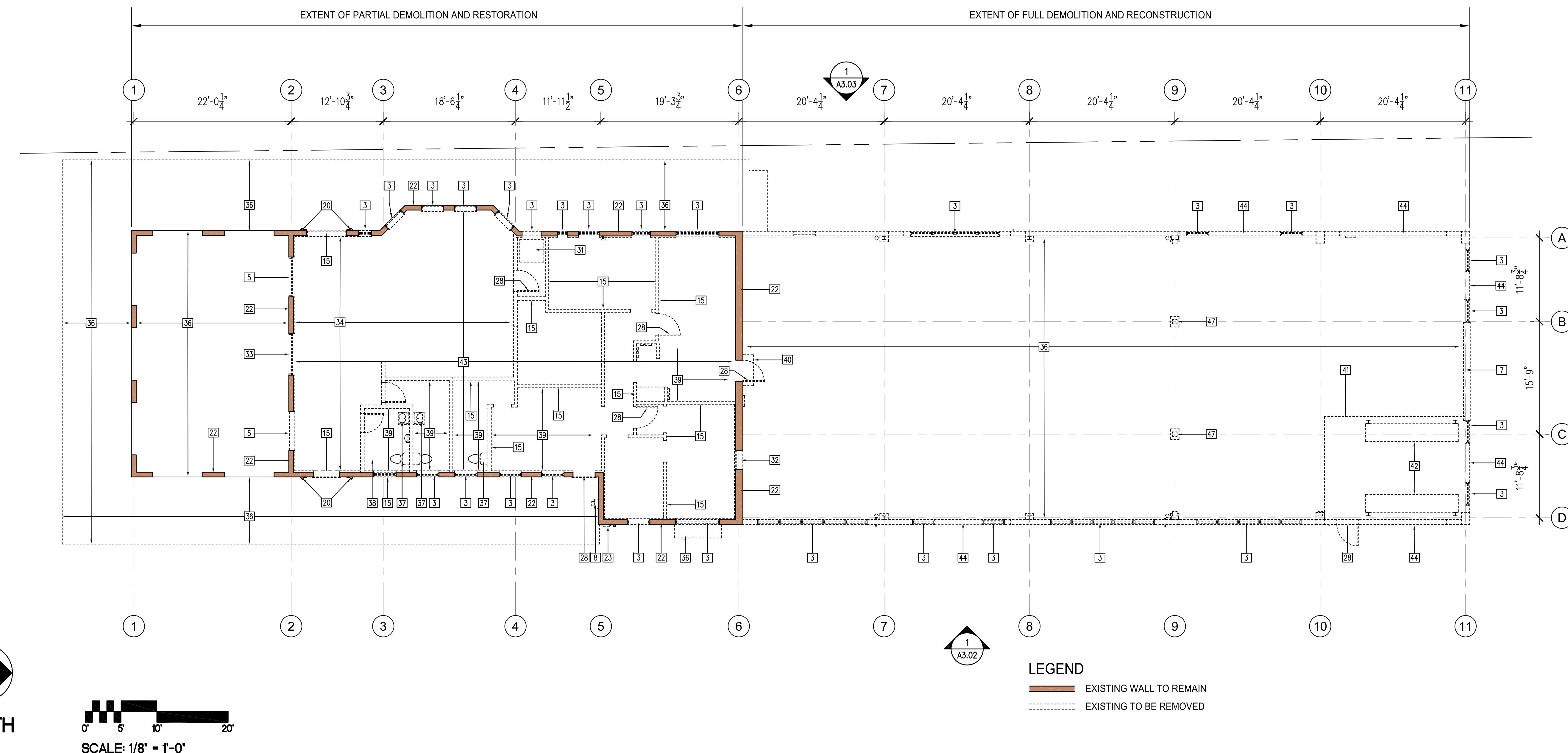
- REMOVE REMAINING BARREL TILE ROOF AND COPING
- EXISTING CRACK TO BE REPAIRED (TYP)
- REMOVE EXISTING WINDOW OR REMAINS THEREOF INCLUDING ANY COVERING PLYWOOD
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- REMOVE EXISTING PLYWOOD INFILL WALL
- REMOVE EXISTING CONTROL JOINTS (TYP)
- REMOVE EXISTING ROLL-UP DOOR
- REMOVE EXISTING ELECTRICAL METER AND CONDUIT
- ORIGINAL WINDOW BARS TO BE RESTORED OR REPRODUCED
- EXISTING STUCCO SIGNAGE TO BE RESTORED
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- REMOVE REMAINS OF EXISTING LOUVER
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- REMOVE ANY TOILET PARTITION REMAINS
- REMOVE ANY REMAINING FLOOR TILES
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- REMOVE EXISTING EXTERIOR WALL IN ITS ENTIRETY
- REMOVE EXISTING STUCCO ON WOOD FROM WALL
- REMOVE EXISTING BRICK INFILL - SEE STRUCTURAL DRAWINGS
- REMOVE EXISTING COLUMNS, JOISTS AND ALL OTHER STRUCTURAL ELEMENTS
- REMOVE EXISTING ROOF AND ROOF STRUCTURE

GENERAL NOTES:

- REMOVE ALL EXISTING DEBRIS
- REMOVE ALL LIGHTING FIXTURES
- REMOVE ALL ELECTRICAL CONDUITS AND PANELS
- REMOVE ALL MECHANICAL EQUIPMENT AND ASSOCIATED COMPONENTS
- REMOVE ALL PLUMBING FIXTURES AND PIPING



EXISTING CONDITIONS / SELECTIVE DEMOLITION GROUND FLOOR PLAN SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33413

AUGUST 6, 2021

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REGISTRATION NUMBER: AR 0010865

A2.01

PROPOSED KEYNOTES

[101] NEW HISTORIC REPLICA DOOR (TYP)
[102] NEW HISTORIC REPLICA LAMPS (TYP)
[103] BOTTOM BASE TO BE TREATED WITH PAINTED STUCCO (TYP)
[104] NEW HISTORIC WOOD LOADING PLATFORM
[105] NEW HISTORIC NON-OPERATIONAL REPLICA DOOR
[106] RESTORE AND REFINISH OR REPRODUCE HISTORIC CORNICE TO ORIGINAL CONDITION
[107] HISTORIC WALL WITH PAINTED STUCCO FINISH (TYP)
[108] RE-CONSTRUCT FALLEN TOWER AND ROOF TO MATCH ORIGINAL
[109] NEW HISTORIC REPLICA METAL CANOPY
[110] NEW PAINTED WOOD BRACKET AND FASCIA (TYP)
[111] NEW SINGLE HUNG METAL WINDOWS TO MATCH ORIGINAL
[112] WROUGHT IRON GRILLES OVER WINDOWS (TYP)
[113] NEW STOREFRONT GLAZING SYSTEM (TYP)
[114] NEW GLASS DOOR
[115] NEW WOOD WINDOW TO MATCH ORIGINAL (TYP)

[116] NEW HISTORIC REPLICA GLASS TRANSOM (TYP)
[117] NEW BARREL TILE ROOF (TYP)
[118] NEW WOOD STEPS TO MATCH HISTORICAL
[119] NEW HISTORIC REPLICA BENCH
[120] NEW DRYWALL PARTITION
[121] NEW GLASS PARTITION
[122] NEW CONCRETE REINFORCING WALL
[123] MASONRY INFILL WALL
[124] NEW BARREL TILE COPING
[125] NEW CONCRETE FLOOR
[126] NEW CONCRETE SIDEWALK
[127] NEW ROOF MOUNTED A/C UNIT ALUMINUM SCREEN
[128] NEW SINGLE PLY BUILT UP ROOFING SYSTEM
[129] NEW STUCCO EXP. JOINT (TYP)

[130] NEW CMU AND STUCCO WALL
[131] NEW FULL HEIGHT CMU WALL
[132] NEW 12' HIGH DRYWALL PARTITION
[133] NEW 5' HIGH DRYWALL PARTITION
[134] INTERIOR STOREFRONT GLAZING SYSTEM
[135] NEW INTERIOR WOOD DOOR
[136] NEW TRUSSES TO REPLICATE HISTORIC TRUSSES
[137] NEW 3' TALL x 6" DIA. CONCRETE FILLED STEEL BOLLARDS
[138] NEW ALUMINUM LOUVERS TO MATCH ORIGINAL

NOTE: ALL EXTERIOR DOORS AND WINDOWS SHALL BE NOA COMPLIANT

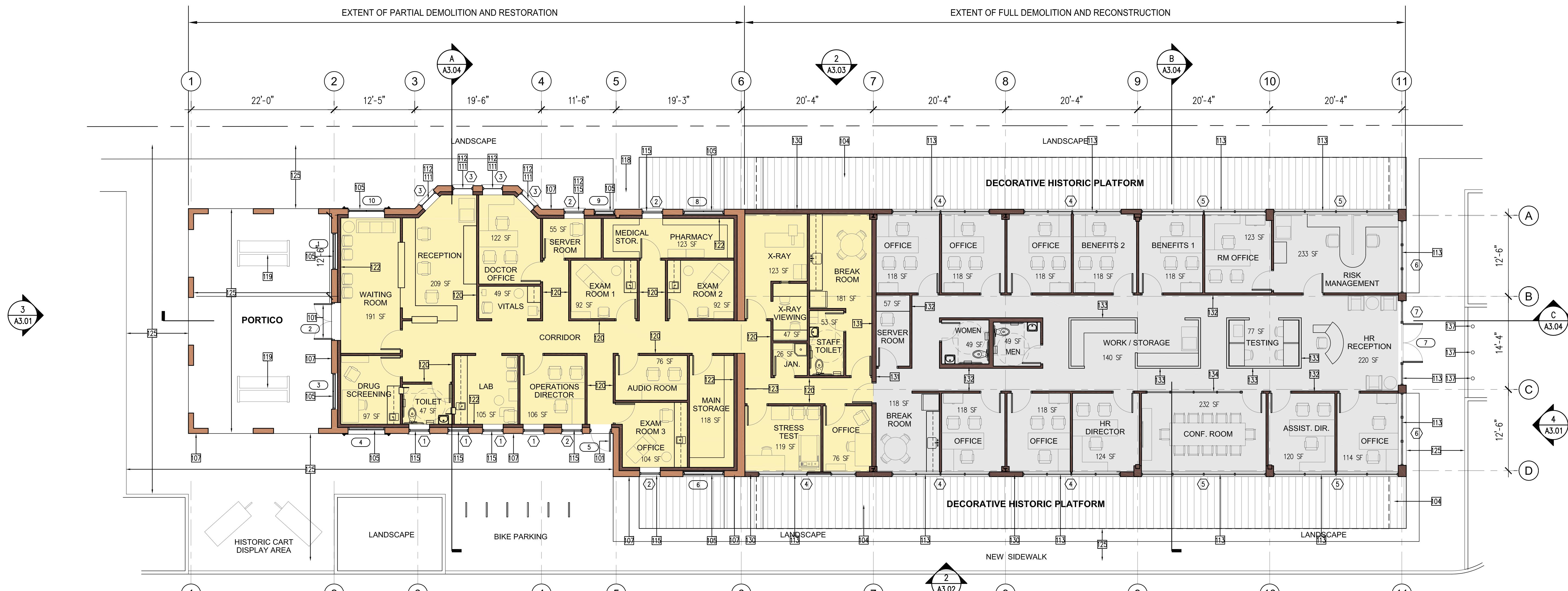
BOMA RENTABLE AREA

WELLNESS CENTER = 2,940 SF.

HR / RISK MANAGEMENT = 3,203 SF.

GROSS BUILDING AREA

TOTAL GROSS AREA = 6,580SF.



LEGEND

■ EXISTING WALL TO REMAIN

■ NEW WALL OR PARTITION

PROPOSED GROUND FLOOR PLAN



SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33431

AUGUST 6, 2021

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A2.02

DEMOLITION KEYNOTES

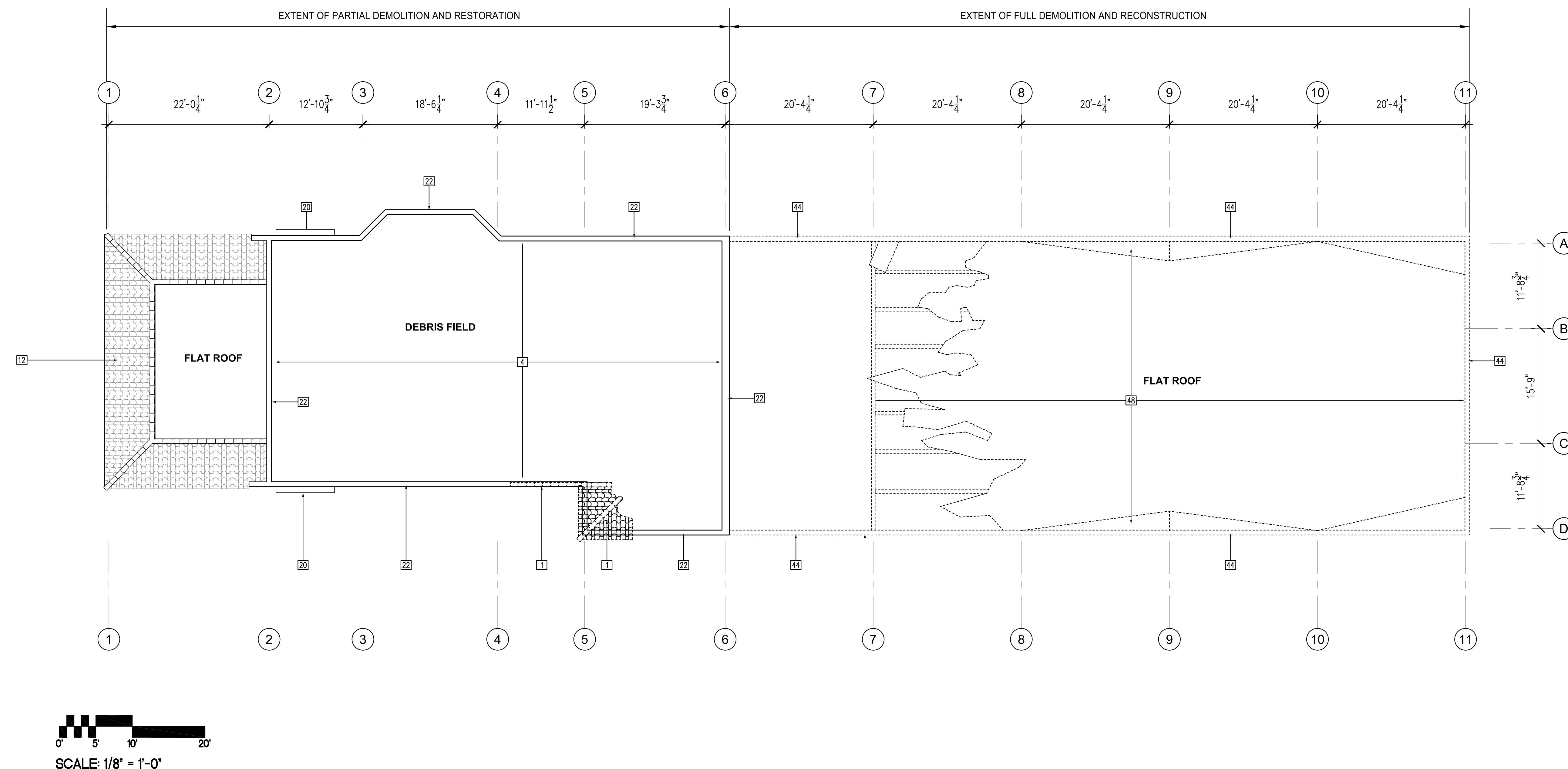
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- REMOVE EXISTING PLYWOOD INFILL WALL
- REMOVE EXISTING CONTROL JOINTS (TYP)
- REMOVE EXISTING ROLL-UP DOOR
- REMOVE EXISTING ELECTRICAL METER AND CONDUIT
- ORIGINAL WINDOW BARS TO BE RESTORED OR REPRODUCED
- EXISTING STUCCO SIGNAGE TO BE RESTORED
- EXISTING ORIGINAL CORNICE TO BE RESTORED - PROTECT FROM
DAMAGE DURING DEMOLITION (TYP)
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- 15 REMOVE ALL PARTITIONS OR REMAINS THEREOF
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- 34 REMOVE EXISTING REMAINING TERRAZZO FLOOR
- 35 EXISTING TILE FLOOR TO REMAIN
- 36 REMOVE EXISTING CONCRETE FLOOR
- 37 REMOVE ANY REMAINING TOILET FIXTURES AND PLUMBING
- 38 REMOVE ANY TOILET PARTITION REMAINS
- 39 REMOVE ANY REMAINING FLOOR TILES
- 40 REMOVE EXISTING CONCRETE STEP
- 41 REMOVE EXISTING CONCRETE PLATFORM
- 42 REMOVE EXISTING STEEL STORAGE STRUCTURE
- 43 REMOVE ANY REMAINING PLASTER & DRYWALL CEILING THROUGHOUT
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- 45 REMOVE EXISTING STUCCO ON WOOD FROM WALL
- 46 REMOVE EXISTING BRICK INFILL - SEE STRUCTURAL DRAWINGS
- 47 REMOVE EXISTING COLUMNS, JOISTS AND ALL OTHER STRUCTURAL ELEMENTS
- 48 REMOVE EXISTING ROOF AND ROOF STRUCTURE

GENERAL NOTES:

REMOVE ALL EXISTING DEBRIS
REMOVE ALL LIGHTING FIXTURES
REMOVE ALL ELECTRICAL CONDUITS AND PANELS
REMOVE ALL MECHANICAL EQUIPMENT AND ASSOCIATED COMPONENTS
REMOVE ALL PLUMBING FIXTURES AND PIPING



SELECTIVE DEMOLITION ROOF PLAN SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6 202

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REGISTRATION NUMBER A-261925

ISTRATION NUMBER: AR 0010865

A2.03

PROPOSED KEYNOTES

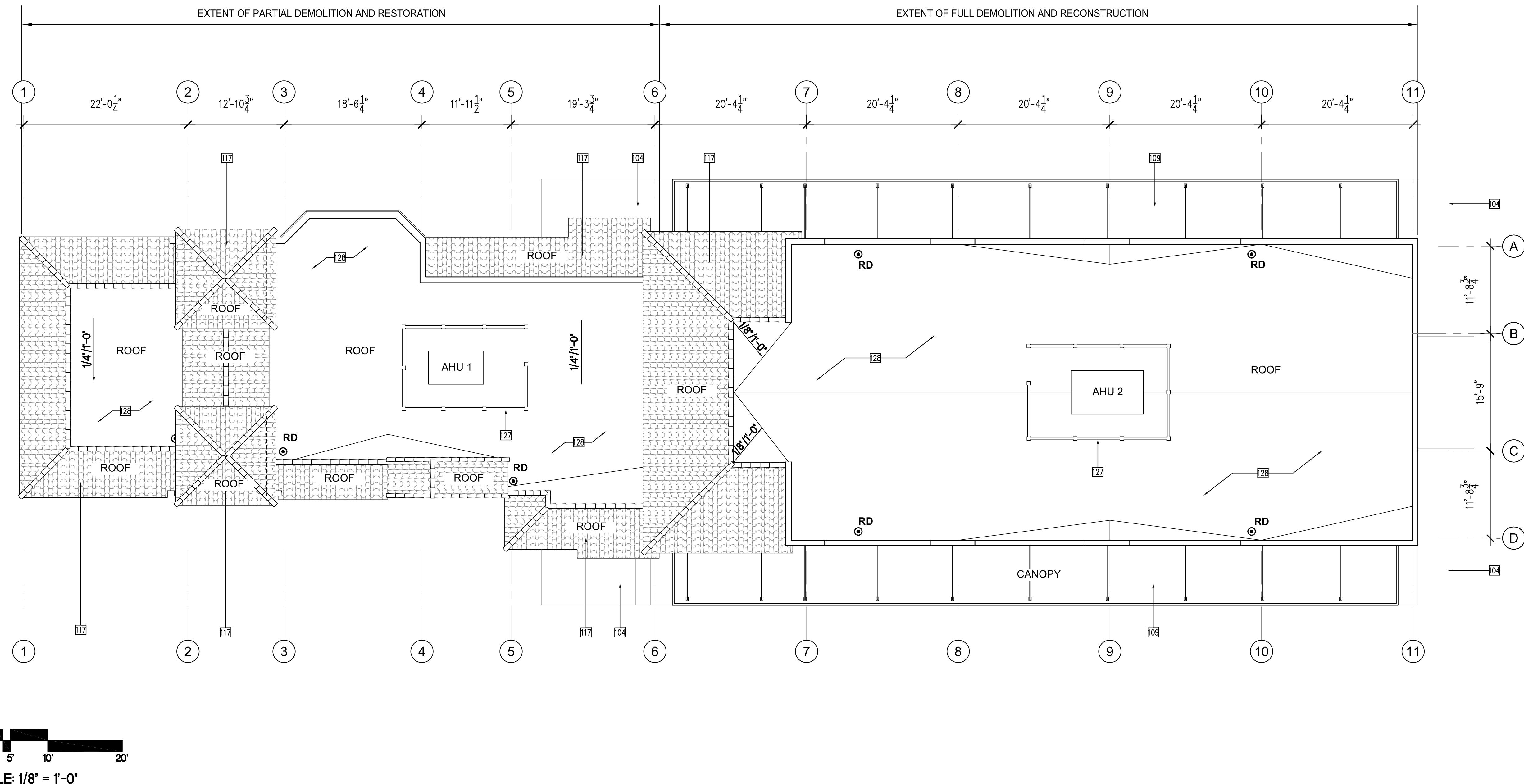
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- 105 NEW HISTORIC NON-OPERATIONAL REPLICA DOOR
- 106 RESTORE AND REFINISH OR REPRODUCE HISTORIC CORNICE TO ORIGINAL CONDITION
- 107 HISTORIC WALL WITH PAINTED STUCCO FINISH (TYP)
- 108 RE-CONSTRUCT FALLEN TOWER AND ROOF TO MATCH ORIGINAL
- 109 NEW HISTORIC REPLICA METAL CANOPY
- 110 NEW PAINTED WOOD BRACKET AND FASCIA (TYP)
- 111 NEW SINGLE HUNG METAL WINDOWS TO MATCH ORIGINAL
- 112 WROUGHT IRON GRILLES OVER WINDOWS (TYP)
- 113 NEW STOREFRONT GLAZING SYSTEM (TYP)
- 114 NEW GLASS DOOR
- 115 NEW WOOD WINDOW TO MATCH ORIGINAL (TYP)
- 116 NEW HISTORIC REPLICA GLASS TRANSOM (TYP)
- 117 NEW BARREL TILE ROOF (TYP)
- 118 NEW WOOD STEPS TO MATCH HISTORICAL
- 119 NEW HISTORIC REPLICA BENCH
- 120 NEW DRYWALL PARTITION
- 121 NEW GLASS PARTITION
- 122 NEW CONCRETE REINFORCING WALL
- 123 MASONRY INFILL WALL
- 124 NEW BARREL TILE COPING
- 125 NEW CONCRETE FLOOR
- 126 NEW CONCRETE SIDEWALK
- 127 NEW ROOF MOUNTED A/C UNIT ALUMINUM SCREEN
- 128 NEW SINGLE PLY BUILT UP ROOFING SYSTEM
- 129 NEW STUCCO EXP. JOINT (TYP.)

- [130] NEW CMU AND STUCCO WALL
- [131] NEW FULL HEIGHT CMU WALL
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- [138] NEW ALUMINUM LOUVERS TO MATCH ORIGINAL

NOTE: ALL EXTERIOR DOORS AND WINDOWS SHALL BE NOA COMPLIANT

EXTENT OF PARTIAL DEMOLITION AND RESTORATION

EXTENT OF FULL DEMOLITION AND RECONSTRUCTION



PROPOSED ROOF PLAN SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33131

AUGUST 6, 2021

RJ HEISENBOTTLE
A R C H I T E C T S

A2 04

DEMOLITION KEYNOTES

- [1] REMOVE REMAINING BARREL TILE ROOF AND COPING
- [2] EXISTING CRACK TO BE REPAIRED (TYP)
- [3] REMOVE EXISTING WINDOW OR REMAINS THEREOF INCLUDING ANY COVERING PLYWOOD
- [4] REMOVE ALL DEBRIS FROM COLLAPSED ROOF AND WALLS
- [5] REMOVE EXISTING PLYWOOD INFILL WALL
- [6] REMOVE EXISTING CONTROL JOINTS (TYP)
- [7] REMOVE EXISTING ROLL-UP DOOR
- [8] REMOVE EXISTING ELECTRICAL METER AND CONDUIT
- [9] ORIGINAL WINDOW BARS TO BE RESTORED OR REPRODUCED

- [10] EXISTING STUCCO SIGNAGE TO BE RESTORED
- [11] EXISTING ORIGINAL CORNICE TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION (TYP)
- [12] ROOF STRUCTURE TO REMAIN BARREL TILE AND ROOFING TO BE REMOVED
- [13] EXISTING ORIGINAL WOOD FASCIA TO BE RESTORED (TYP)
- [14] CUT AND PRESERVE ENTIRE SIGNAGE PANEL FOR FUTURE REUSE OR REPLICATION
- [15] REMOVE ALL PARTITIONS OR REMAINS THEREOF
- [16] EXISTING BARREL TILE CAP TO BE RESTORED
- [17] REMOVE EXISTING WALL VENT
- [18] REMOVE EXISTING DOWNSPOUT
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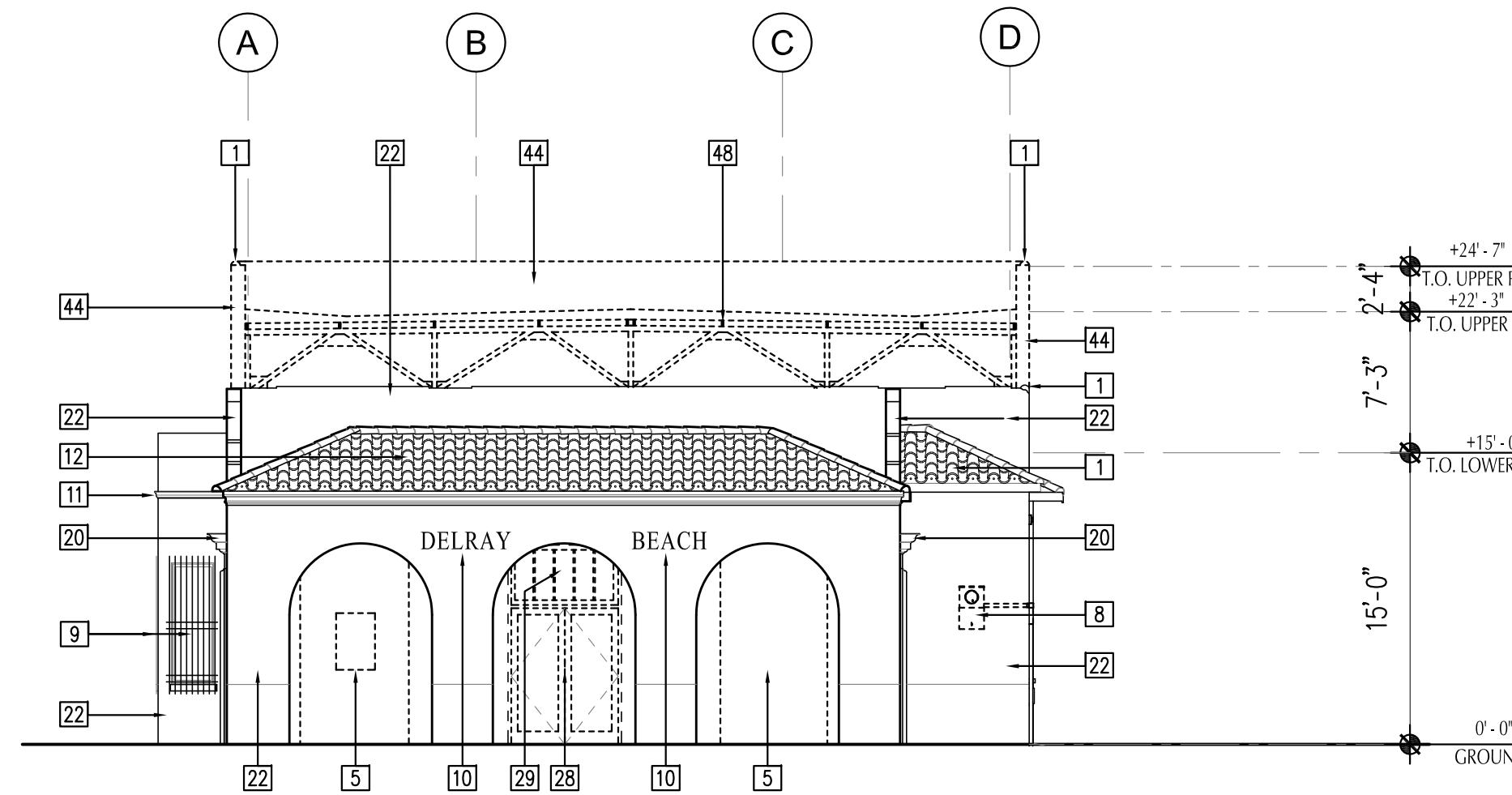
- [20] EXISTING ORIGINAL TRIM AND DECORATIVE HEADER MOLDINGS TO BE RESTORED
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- [33] REMOVE EXISTING DOOR, FRAME AND TRANSOM
- [34] REMOVE EXISTING REMAINING TERRAZZO FLOOR
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- [38] REMOVE ANY TOILET PARTITION REMAINS
- [39] REMOVE ANY REMAINING FLOOR TILES

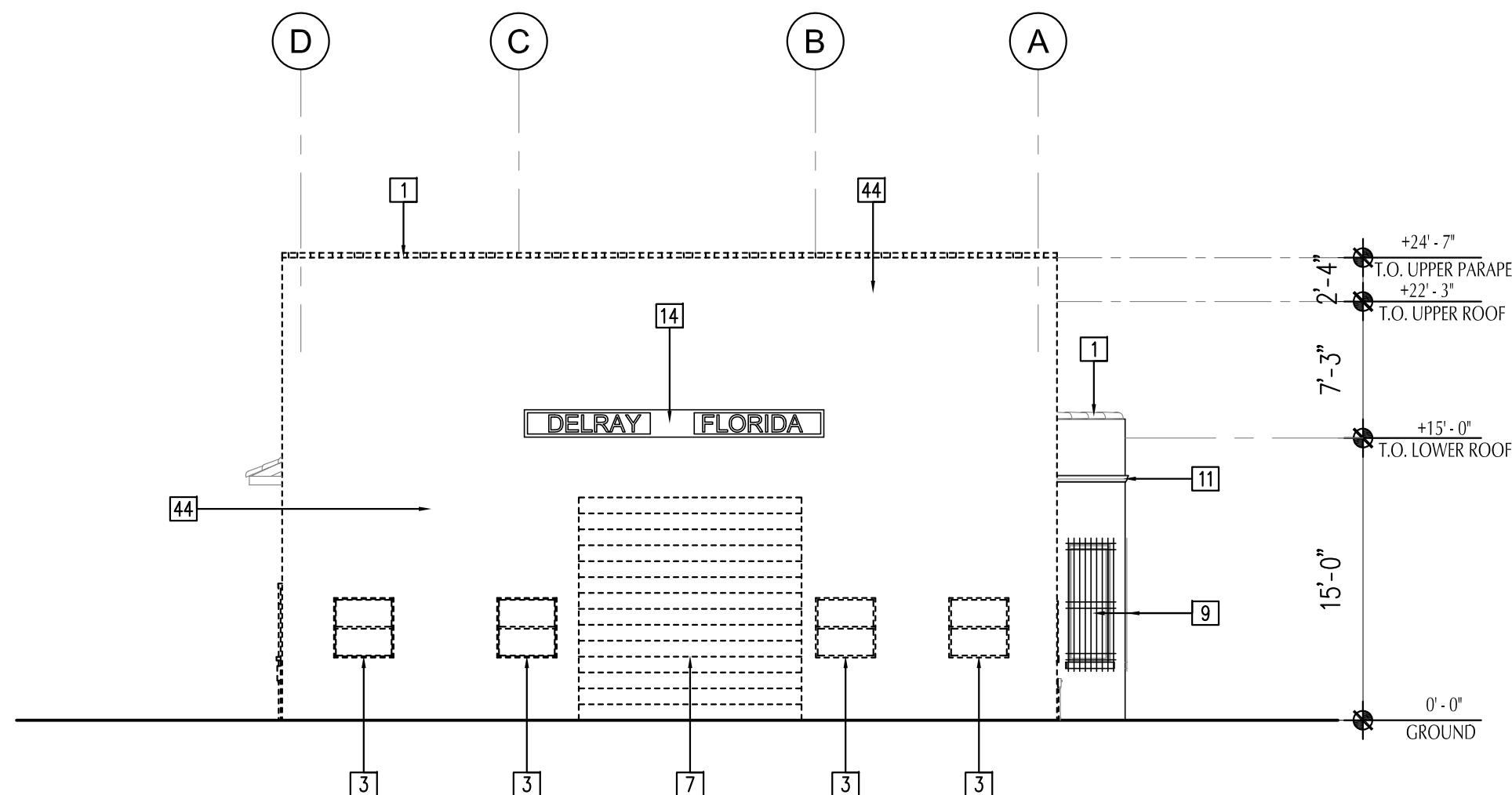
- [40] REMOVE EXISTING CONCRETE STEP
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- [42] REMOVE EXISTING STEEL STORAGE STRUCTURE
- [43] REMOVE ANY REMAINING PLASTER & DRYWALL CEILING THRC
- [44] REMOVE EXISTING EXTERIOR WALL IN ITS ENTIRETY
- [45] REMOVE EXISTING STUCCO ON WOOD FROM WALL
- [46] REMOVE EXISTING BRICK INFILL - SEE STRUCTURAL DRAWINGS
- [47] REMOVE EXISTING COLUMNS, JOISTS AND ALL OTHER STRUCT
- [48] REMOVE EXISTING ROOF AND ROOF STRUCTURE

GENERAL NOTES:

- REMOVE ALL EXISTING DEBRIS
- REMOVE ALL LIGHTING FIXTURES
- REMOVE ALL ELECTRICAL CONDUITS AND PANELS
- REMOVE ALL MECHANICAL EQUIPMENT AND ASSOCIATED COMPONENTS
- REMOVE ALL PLUMBING FIXTURES AND PIPING



EXISTING SOUTH ELEVATION / SELECTIVE DEMOLITION



EXISTING NORTH ELEVATION / SELECTIVE DEMOLITION

PROPOSED KEYNOTES

- [101] NEW HISTORIC REPLICA DOOR (TYP)
- [102] NEW HISTORIC REPLICA LAMPS (TYP)
- [103] BOTTOM BASE TO BE TREATED WITH PAINTED STUCCO (TYP)
- [104] NEW HISTORIC REPLICA WOOD LOADING PLATFORM
- [105] NEW HISTORIC NON-OPERATIONAL REPLICA DOOR
- [106] RESTORE AND REFINISH OR REPRODUCE HISTORIC CORNICE TO ORIGINAL CONDITION
- [107] HISTORIC WALL WITH PAINTED STUCCO FINISH (TYP)
- [108] RE-CONSTRUCT FALLEN TOWER AND ROOF TO MATCH ORIGINAL

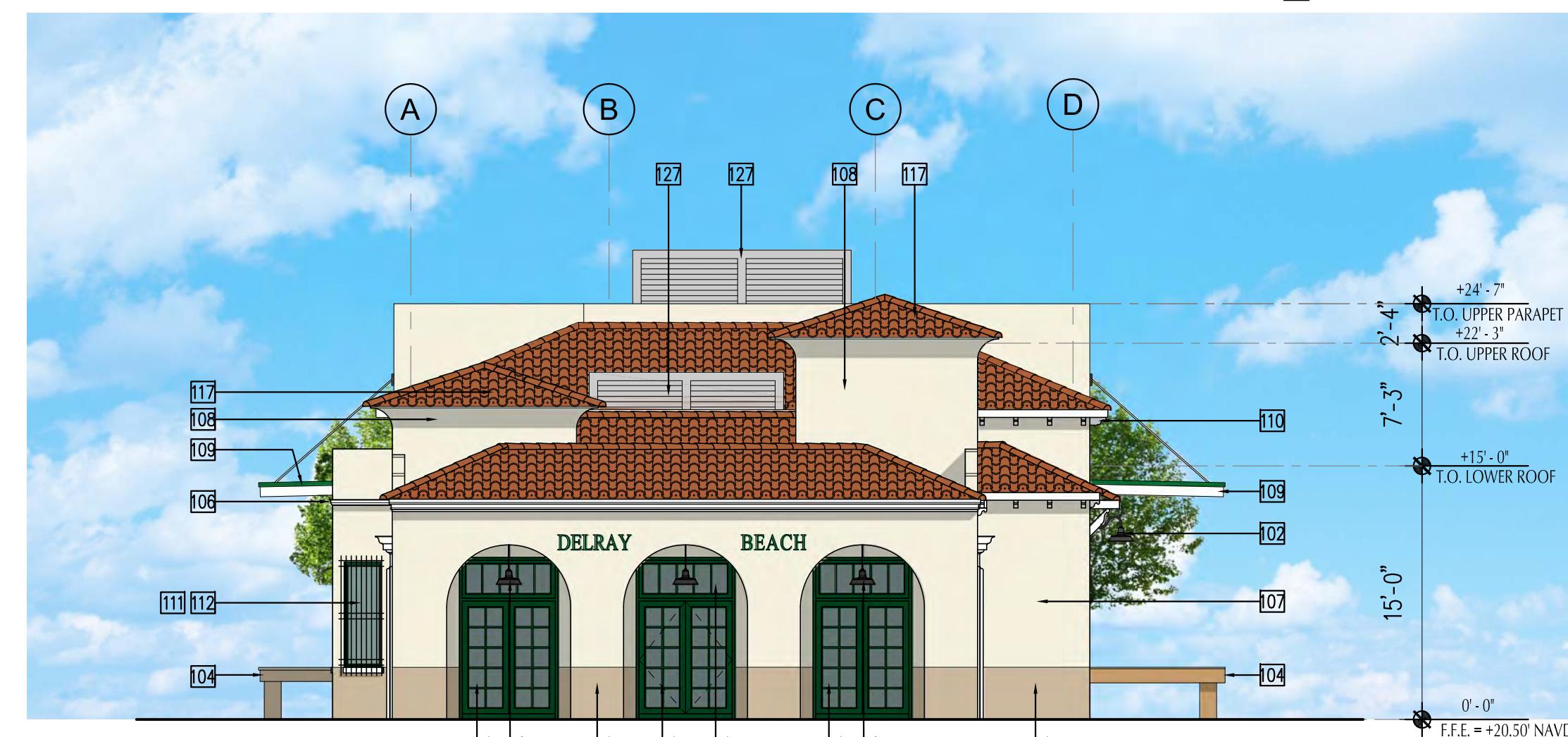
- [109] NEW HISTORIC REPLICA METAL CANOPY
- [110] NEW PAINTED WOOD BRACKET AND FASCIA (TYP)
- [111] NEW 2/2 SINGLE HUNG WINDOWS TO MATCH HISTORICAL
- [112] WROUGHT IRON GRILLES OVER WINDOWS (TYP)
- [113] NEW STOREFRONT GLAZING SYSTEM (TYP)
- [114] NEW GLASS DOOR
- [115] NEW WOOD WINDOW TO MATCH ORIGINAL (TYP)
- [116] NEW HISTORIC REPLICA GLASS TRANSOM (TYP)

- [117] NEW BARREL TILE ROOF (TYP)
- [118] NEW WOOD STEPS TO MATCH HISTORICAL
- [119] NEW HISTORIC REPLICA BENCH
- [120] NEW DRYWALL PARTITION
- [121] NEW GLASS PARTITION
- [122] NEW CONCRETE REINFORCING WALL
- [123] MASONRY INFILL WALL
- [124] NEW BARREL TILE COPING

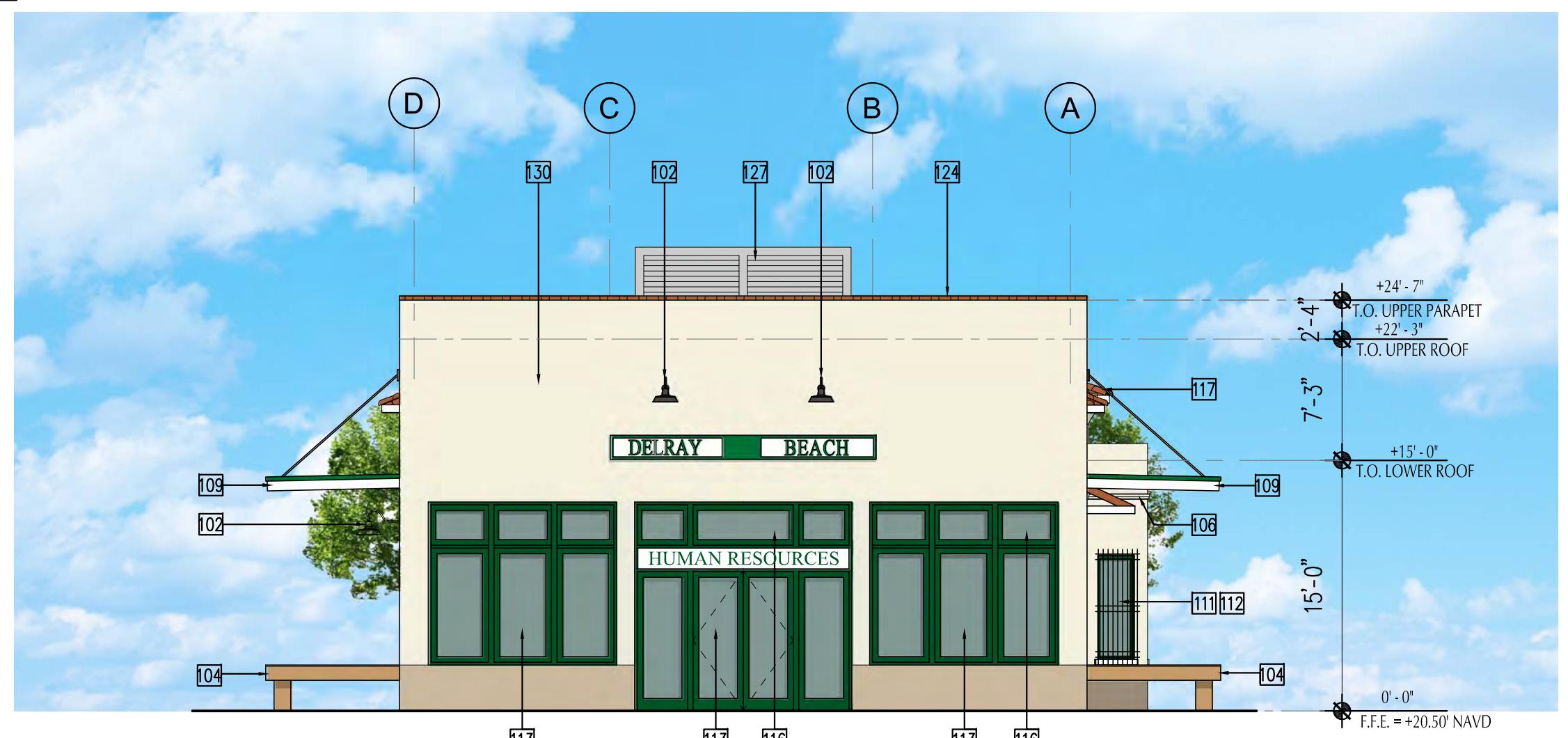
- [125] NEW CONCRETE FLOOR
- [126] NEW CONCRETE SIDEWALK
- [127] NEW ROOF MOUNTED AIR HANDLER UNIT
- [128] NEW SINGLE PLY BUILT UP ROOFING SYSTEM
- [129] NEW STUCCO EXP. JOINT (TYP.)
- [130] NEW CMU AND STUCCO WALL
- [131] NEW FULL HEIGHT CMU WALL
- [132] NEW 10' HIGH DRYWALL PARTITION

- [133] NEW 5' HIGH DRYWALL PARTITION
- [134] 7' HIGH INTERIOR STOREFRONT GLAZING
- [135] STUCCO PANEL TO MATCH HISTORICAL - PAINTED

NOTE: ALL EXTERIOR DOORS AND WINDOWS SHALL BE NOA COMPLIANT



PROPOSED SOUTH ELEVATION



OPTION A - DOUBLE LOADING PLATFORM

PROPOSED NORTH ELEVATION

SCALE: 1/8" = 1'-0"



SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33431

AUGUST 6, 2021

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REGISTRATION NUMBER: AR 0010865

A3.01

DEMOLITION KEYNOTES

- [1] REMOVE REMAINING BARREL TILE ROOF AND COPING
- [2] EXISTING CRACK TO BE REPAIRED (TYP)
- [3] REMOVE EXISTING WINDOW OR REMAINS THEREOF INCLUDING ANY COVERING PLYWOOD
- [4] REMOVE ALL DEBRIS FROM COLLAPSED ROOF AND WALLS
- [5] REMOVE EXISTING PLYWOOD INFILL WALL
- [6] REMOVE EXISTING CONTROL JOINTS (TYP)
- [7] REMOVE EXISTING ROLL-UP DOOR
- [8] REMOVE EXISTING ELECTRICAL METER AND CONDUIT
- [9] ORIGINAL WINDOW BARS TO BE RESTORED OR REPRODUCED

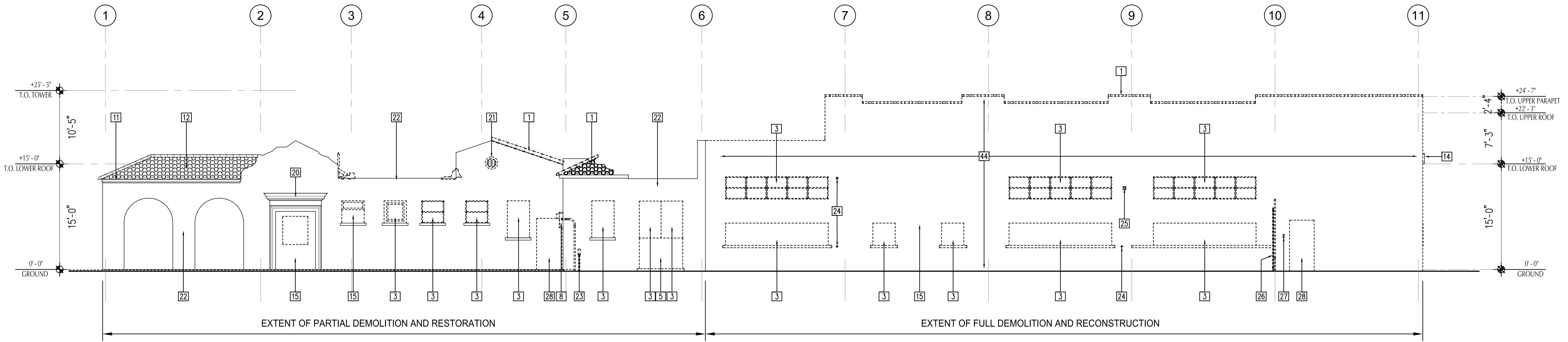
- [10] EXISTING STUCCO SIGNAGE TO BE RESTORED
- [11] EXISTING ORIGINAL CORNICE TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION (TYP)
- [12] ROOF STRUCTURE TO REMAIN BARREL TILE AND ROOFING TO BE REMOVED
- [13] EXISTING ORIGINAL WOOD FASCIA TO BE RESTORED (TYP)
- [14] CUT AND PRESERVE ENTIRE SIGNAGE PANEL FOR FUTURE REUSE OR REPLICATION
- [15] REMOVE ALL PARTITIONS OR REMAINS THEREOF
- [16] EXISTING BARREL TILE CAP TO BE RESTORED
- [17] REMOVE EXISTING WALL VENT
- [18] REMOVE EXISTING DOWNSPOUT
- [19] REMOVE EXISTING CONDENSING UNIT

- [20] EXISTING ORIGINAL TRIM AND DECORATIVE HEADER MOLDINGS TO BE RESTORED
- [21] REMOVE REMAINS OF EXISTING LOUVER
- [22] EXISTING EXTERIOR WALL TO BE PRESERVED SHORING WHEN REQUIRED
- [23] REMOVE EXISTING TELEPHONE BOX
- [24] REMOVE EXISTING PIPE PENETRATION
- [25] REMOVE EXISTING FIRE ALARM/STROBE
- [26] REMOVE EXISTING CHAINLINK FENCE AND GATE
- [27] REMOVE EXISTING KNOX BOX
- [28] REMOVE EXISTING DOOR OR REMAINS THEREOF
- [29] REMOVE EXISTING ORIGINAL TRANSOM TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION

- [30] EXISTING ORIGINAL MOLDINGS TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION
- [31] REMOVE ANY REMAINS OF HVAC EQUIPMENT THROUGHOUT
- [32] EXISTING OPENING TO BE INFILLED
- [33] REMOVE EXISTING DOOR, FRAME AND TRANSOM
- [34] REMOVE EXISTING REMAINING TERRAZZO FLOOR
- [35] REMOVE EXISTING STUCCO ON WOOD FROM WALL
- [36] REMOVE EXISTING BRICK INFILL - SEE STRUCTURAL DRAWINGS
- [37] REMOVE EXISTING COLUMNS, JOISTS AND ALL OTHER STRUCTURE
- [38] REMOVE EXISTING ROOF AND ROOF STRUCTURE

GENERAL NOTES:

- REMOVE ALL EXISTING DEBRIS
- REMOVE ALL LIGHTING FIXTURES
- REMOVE ALL ELECTRICAL CONDUITS AND PANELS
- REMOVE ALL MECHANICAL EQUIPMENT AND ASSOCIATED COMPONENTS
- REMOVE ALL PLUMBING FIXTURES AND PIPING



EXISTING EAST ELEVATION / SELECTIVE DEMOLITION

PROPOSED KEYNOTES

- [101] NEW HISTORIC REPLICA DOOR (TYP)
- [102] NEW HISTORIC REPLICA LAMPS (TYP)
- [103] BOTTOM BASE TO BE TREATED WITH PAINTED STUCCO (TYP)
- [104] NEW HISTORIC REPLICA WOOD LOADING PLATFORM
- [105] NEW HISTORIC NON-OPERATIONAL REPLICA DOOR
- [106] RESTORE AND REFINISH OR REPRODUCE HISTORIC CORNICE TO ORIGINAL CONDITION
- [107] HISTORIC WALL WITH PAINTED STUCCO FINISH (TYP)
- [108] RE-CONSTRUCT FALLEN TOWER AND ROOF TO MATCH ORIGINAL

- [109] NEW HISTORIC REPLICA METAL CANOPY
- [110] NEW PAINTED WOOD BRACKET AND FASCIA (TYP)
- [111] NEW 2/2 SINGLE HUNG WINDOWS TO MATCH HISTORICAL
- [112] WROUGHT IRON GRILLES OVER WINDOWS (TYP)
- [113] NEW STOREFRONT GLAZING SYSTEM (TYP)
- [114] NEW GLASS DOOR
- [115] NEW WOOD WINDOW TO MATCH ORIGINAL (TYP)
- [116] NEW HISTORIC REPLICA GLASS TRANSOM (TYP)

- [117] NEW BARREL TILE ROOF (TYP)
- [118] NEW WOOD STEPS TO MATCH HISTORICAL
- [119] NEW HISTORIC REPLICA BENCH
- [120] NEW DRYWALL PARTITION
- [121] NEW GLASS PARTITION
- [122] NEW CONCRETE REINFORCING WALL
- [123] MASONRY INFILL WALL
- [124] NEW BARREL TILE COPING

- [125] NEW CONCRETE FLOOR
- [126] NEW CONCRETE SIDEWALK
- [127] NEW ROOF MOUNTED AIR HANDLER UNIT
- [128] NEW SINGLE PLY BUILT UP ROOFING SYSTEM
- [129] NEW STUCCO EXP. JOINT (TYP.)
- [130] NEW CMU AND STUCCO WALL
- [131] NEW FULL HEIGHT CMU WALL
- [132] NEW 10' HIGH DRYWALL PARTITION

- [133] NEW 5' HIGH DRYWALL PARTITION
- [134] 7' HIGH INTERIOR STOREFRONT GLAZING
- [135] STUCCO PANEL TO MATCH HISTORICAL - PAINTED

NOTE: ALL EXTERIOR DOORS AND WINDOWS SHALL BE NOA COMPLIANT



PROPOSED EAST ELEVATION



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AUGUST 6, 2021

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A3.02

1 REMOVE EXISTING BARREL TILE COPING (TYP)
 2 EXISTING CRACK TO BE REPAIRED (TYP)
 3 REMOVE EXISTING SINGLE HUNG WINDOW (TYP)
 4 REMOVE EXISTING VEGETATION GROWTH
 5 REMOVE EXISTING PLYWOOD INFILL WALL
 6 REMOVE EXISTING CONTROL JOINTS (TYP)
 7 REMOVE EXISTING ROLL-UP DOOR
 8 REMOVE EXISTING ELECTRICAL METER AND CONDUIT
 9 REMOVE EXISTING WINDOW BARS TO BE RESTORED (TYP)
 10 CAREFULLY REMOVE EXISTING WINDOW AND WINDOW FRAME TO BE RESTORED AND REINSTALLED - STORE AND PROTECT FROM DAMAGE

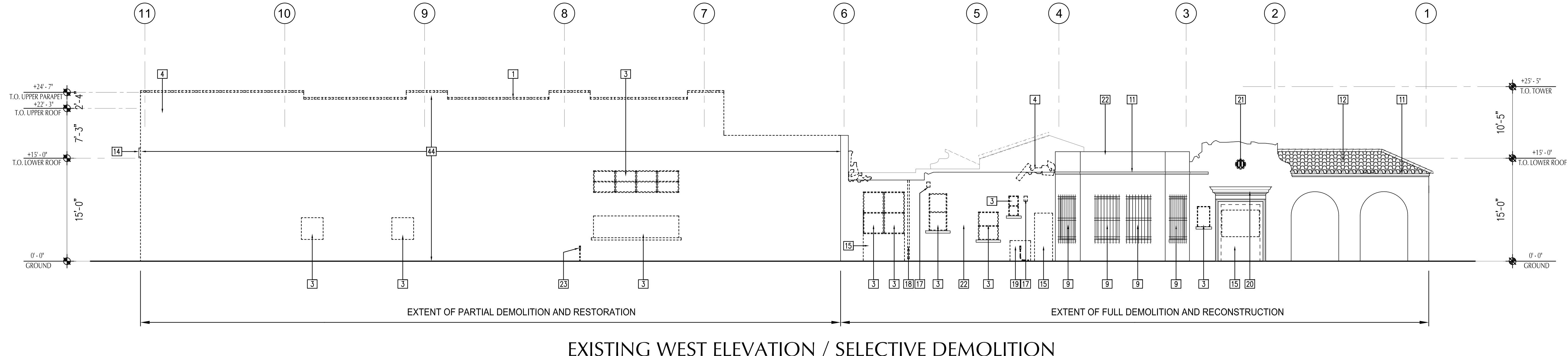
11 EXISTING ORIGINAL CORNICE TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION (TYP)
 12 EXISTING BARREL TILE ROOF TO BE REMOVED (TYP)
 13 EXISTING ORIGINAL WOOD FASCIA TO BE RESTORED (TYP)
 14 EXISTING ORIGINAL SIGNAGE TO BE RESTORED
 15 REMOVE EXISTING PLASTER ON WOOD STUD PARTITION
 16 EXISTING BARREL TILE CAP TO BE RESTORED
 17 REMOVE EXISTING WALL VENT
 18 REMOVE EXISTING DOWNSPOUT
 19 REMOVE EXISTING CONDENSING UNIT

20 EXISTING ORIGINAL TRIM AND DECORATIVE HEADER MOLDINGS TO BE RESTORED
 21 EXISTING 18" D LOUVER TO BE RESTORED
 22 EXISTING ORIGINAL WINDOWS TO BE RESTORED (TYP)
 23 REMOVE EXISTING TELEPHONE BOX
 24 REMOVE EXISTING PIPE PENETRATION
 25 REMOVE EXISTING FIRE ALARM/STROBE
 26 REMOVE EXISTING CHAINLINK FENCE AND GATE
 27 REMOVE EXISTING KNOX BOX
 28 REMOVE EXISTING DOOR
 29 REMOVE EXISTING TRANSOM TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION

30 EXISTING ORIGINAL MOLDINGS TO BE RESTORED - PROTECT FROM DAMAGE DURING DEMOLITION
 31 REMOVE EXISTING HVAC EQUIPMENT
 32 EXISTING OPENING TO BE INFILLED
 33 REMOVE EXISTING PIPE PENETRATION
 34 EXISTING TERRAZZO FLOOR TO REMAIN
 35 EXISTING TILE FLOOR TO REMAIN
 36 REMOVE EXISTING CONCRETE FLOOR
 37 EXISTING TOILET FIXTURES TO BE REMOVED
 38 TOILET PARTITIONS TO REMAIN
 39 REMOVE EXISTING FLOOR TILE
 40 REMOVE EXISTING CONCRETE STEP

41 REMOVE EXISTING CONCRETE PLATFORM
 42 REMOVE EXISTING STEEL STORAGE STRUCTURE
 43 REMOVE EXISTING PLASTER & DRYWALL CEILING THROUGHOUT
 44 EXISTING STUCCO TO BE REMOVED DOWN TO MASONRY
 45 REMOVE EXISTING STUCCO ON WOOD FROM WALL
 46 REMOVE EXISTING BRICK INFILL - SEE STRUCTURAL DRAWINGS
 47 CONCRETE COLUMN TO REMAIN
 48 REMOVE EXISTING BUILT-UP ROOF

NOTE: REMOVE ALL ELECTRICAL CONDUITS AND PANELS
 NOTE: REMOVE ALL LIGHTING FIXTURES



EXISTING WEST ELEVATION / SELECTIVE DEMOLITION

PROPOSED KEYNOTES

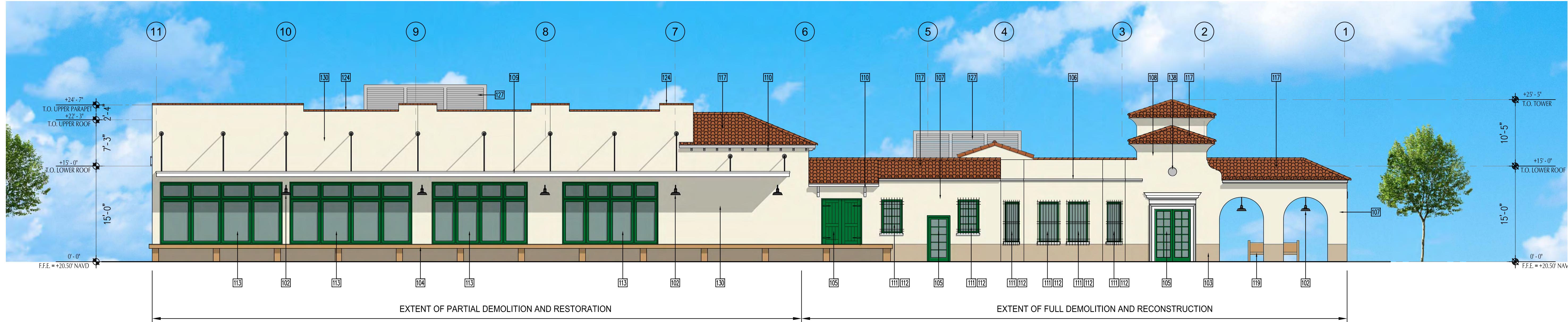
101 NEW HISTORIC REPLICA DOOR TO BE INSTALLED (TYP)
 102 NEW HISTORIC REPLICA LAMPS TO BE INSTALLED (TYP)
 103 BOTTOM BASE TO BE TREATED WITH PAINTED STUCCO (TYP)
 104 NEW HISTORIC REPLICA WOOD LOADING PLATFORM
 105 NEW HISTORIC REPLICA DOOR TO BE INSTALLED (FIXED)
 106 RESTORE AND REFINISH ORIGINAL HISTORIC CORNICE TO ORIGINAL CONDITION
 107 PAINTED STUCCO (TYP)
 108 NEW HISTORIC REPLICA STEEL CORNER GUARDS (TYP)

109 NEW HISTORIC REPLICA PLATFORM ROOF
 110 NEW PAINTED WOOD BRACKET (TYP)
 111 ORIGINAL 2/2 SINGLE HUNG STEEL WINDOWS W/ WEIGHTED SASH
 112 WROUGHT IRON GRILLES OVER WINDOWS (TYP)
 113 NEW STOREFRONT GLAZING SYSTEM (TYP)
 114 NEW GLASS DOOR
 115 NEW WOOD WINDOW TO MATCH ORIGINAL (TYP)
 116 NEW HISTORIC REPLICA GLASS TRANSOM (TYP)

117 NEW BARREL TILE ROOF (TYP)
 118 NEW WINDOW TO BE INSTALLED
 119 NEW HISTORIC REPLICA BENCH
 120 NEW DRYWALL PARTITION
 121 NEW GLASS PARTITION
 122 NEW ADA LIFT
 123 MASONRY INFILL WALL
 124 BIFOLD WOOD DOORS TO MATCH ORIGINAL (TYP)

125 NEW CONCRETE FLOOR
 126 NEW CONCRETE SIDEWALK
 127 NEW ROOF MOUNTED AIR HANDLER UNIT
 128 NEW SINGLE PLY BUILT UP ROOFING SYSTEM
 129 NEW STUCCO EXP. JOINT (TYP.)
 130 NEW STUCCO WALL
 131 ELECTRIC WATER COOLERS

NOTE: ALL EXTERIOR DOORS AND WINDOWS SHALL BE NOA COMPLIANT



PROPOSED WEST ELEVATION



SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33413

AUGUST 6, 2021

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A3.03

PROPOSED KEYNOTES

- [100] NEW HISTORIC REPLICA DOOR (TYP)
- [102] NEW HISTORIC REPLICA LAMPS (TYP)
- [103] BOTTOM BASE TO BE TREATED WITH PAINTED STUCCO (TYP)
- [104] NEW HISTORIC REPLICA WOOD LOADING PLATFORM
- [105] NEW HISTORIC NON-OPERATIONAL REPLICA DOOR
- [106] RESTORE AND REFINISH OR REPRODUCE HISTORIC CORNICE TO ORIGINAL CONDITION
- [107] HISTORIC WALL WITH PAINTED STUCCO FINISH (TYP)
- [108] RE-CONSTRUCT FALLEN TOWER AND ROOF TO MATCH ORIGINAL

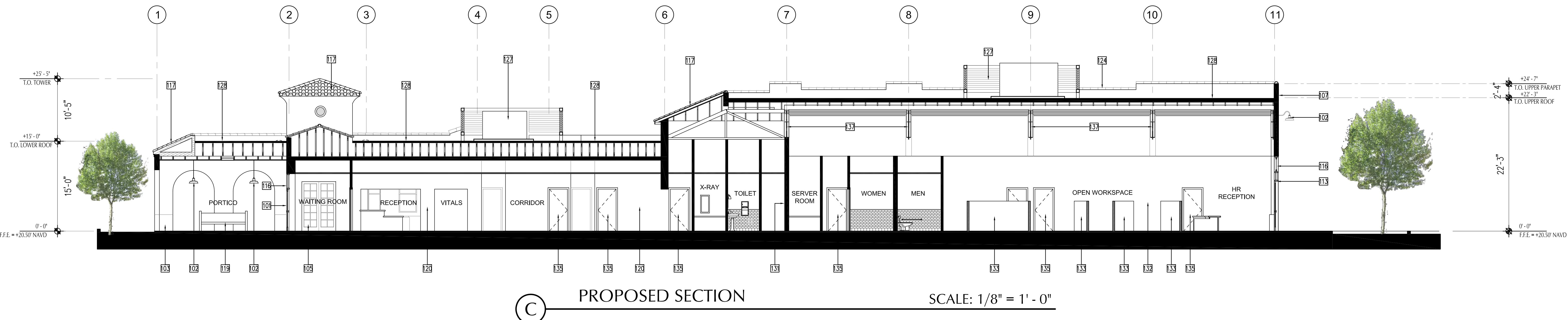
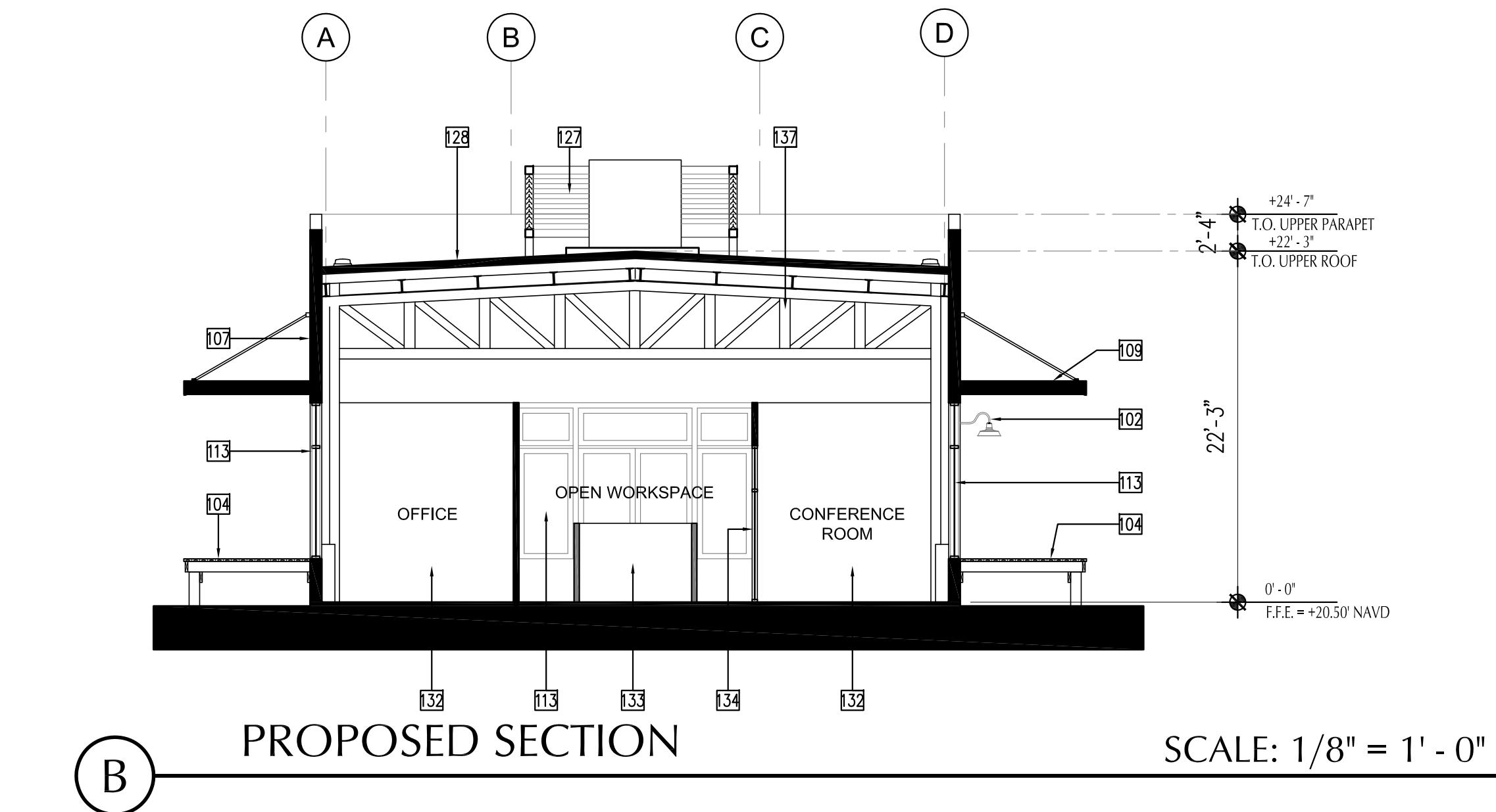
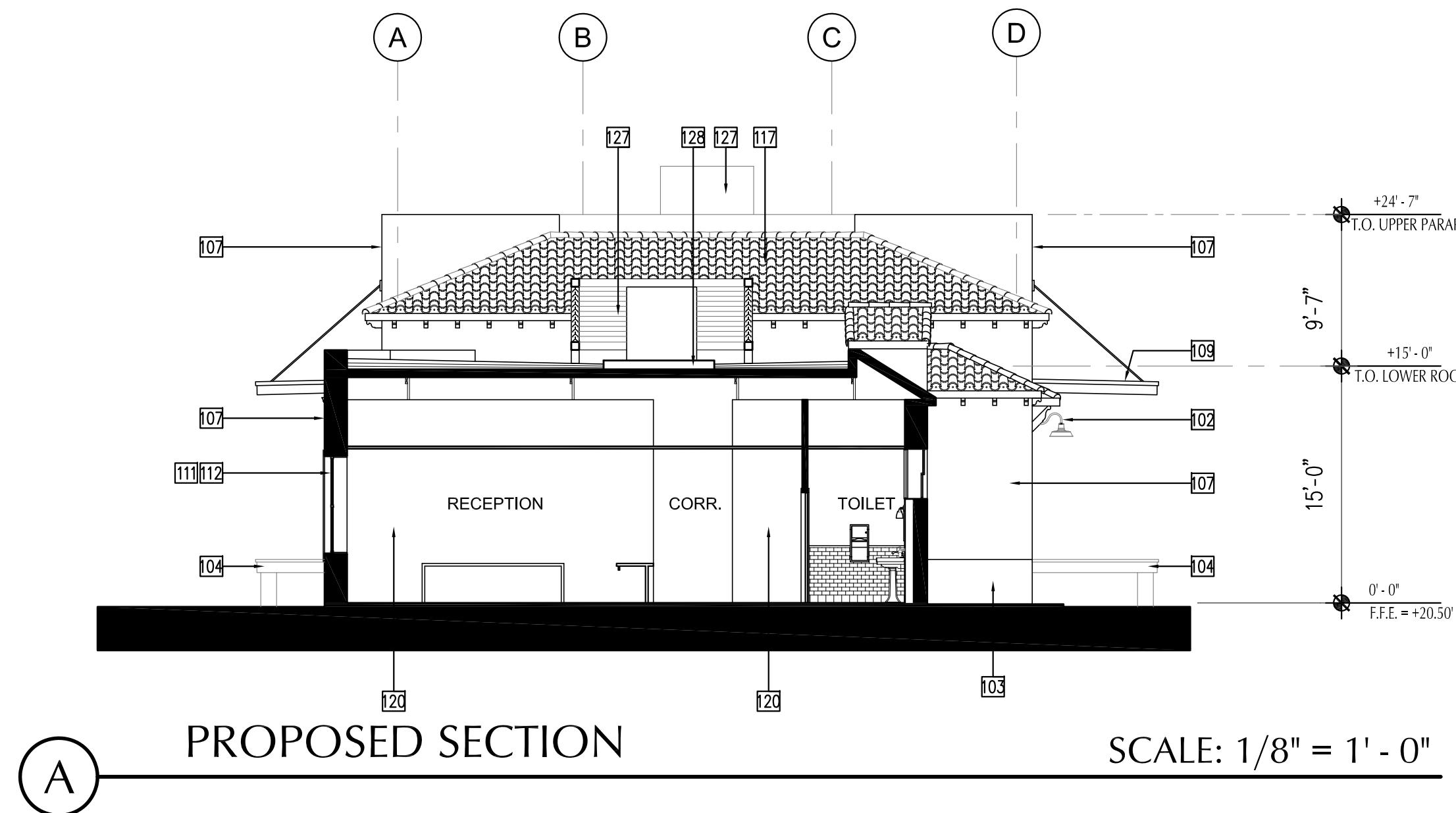
- [109] NEW HISTORIC REPLICA METAL CANOPY
- [110] NEW PAINTED WOOD BRACKET AND FASCIA (TYP)
- [111] NEW SINGLE HUNG METAL WINDOWS TO MATCH ORIGINAL
- [112] WROUGHT IRON GRILLES OVER WINDOWS (TYP)
- [113] NEW STOREFRONT GLAZING SYSTEM (TYP)
- [114] NEW GLASS DOOR
- [115] NEW WOOD WINDOW TO MATCH ORIGINAL (TYP)
- [116] NEW HISTORIC REPLICA GLASS TRANSOM (TYP)

- [117] NEW BARREL TILE ROOF (TYP)
- [118] NEW WOOD STEPS TO MATCH HISTORICAL
- [119] NEW HISTORIC REPLICA BENCH
- [120] NEW DRYWALL PARTITION
- [121] NEW GLASS PARTITION
- [122] NEW CONCRETE REINFORCING WALL
- [123] MASONRY INFILL WALL
- [124] NEW BARREL TILE COPING

- [125] NEW CONCRETE FLOOR
- [126] NEW CONCRETE SIDEWALK
- [127] NEW ROOF MOUNTED A/C UNIT ALUMINUM SCREEN
- [128] NEW SINGLE PLY BUILT UP ROOFING SYSTEM
- [129] NEW STUCCO EXP. JOINT (TYP)
- [130] NEW CMU AND STUCCO WALL
- [131] NEW FULL HEIGHT CMU WALL
- [132] NEW 12' HIGH DRYWALL PARTITION

- [133] NEW 5' HIGH DRYWALL PARTITION
- [134] INTERIOR STOREFRONT GLAZING SYSTEM
- [135] NEW INTERIOR WOOD DOOR
- [136] NEW TRUSSES TO REPLICATE HISTORIC TRUSSES
- [137] NEW 3' TALL X 6" DIA. CONCRETE FILLED STEEL BOLLARDS
- [138] NEW ALUMINUM LOUVERS TO MATCH ORIGINAL

NOTE: ALL EXTERIOR DOORS AND WINDOWS SHALL BE NOA COMPLIANT



SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33431

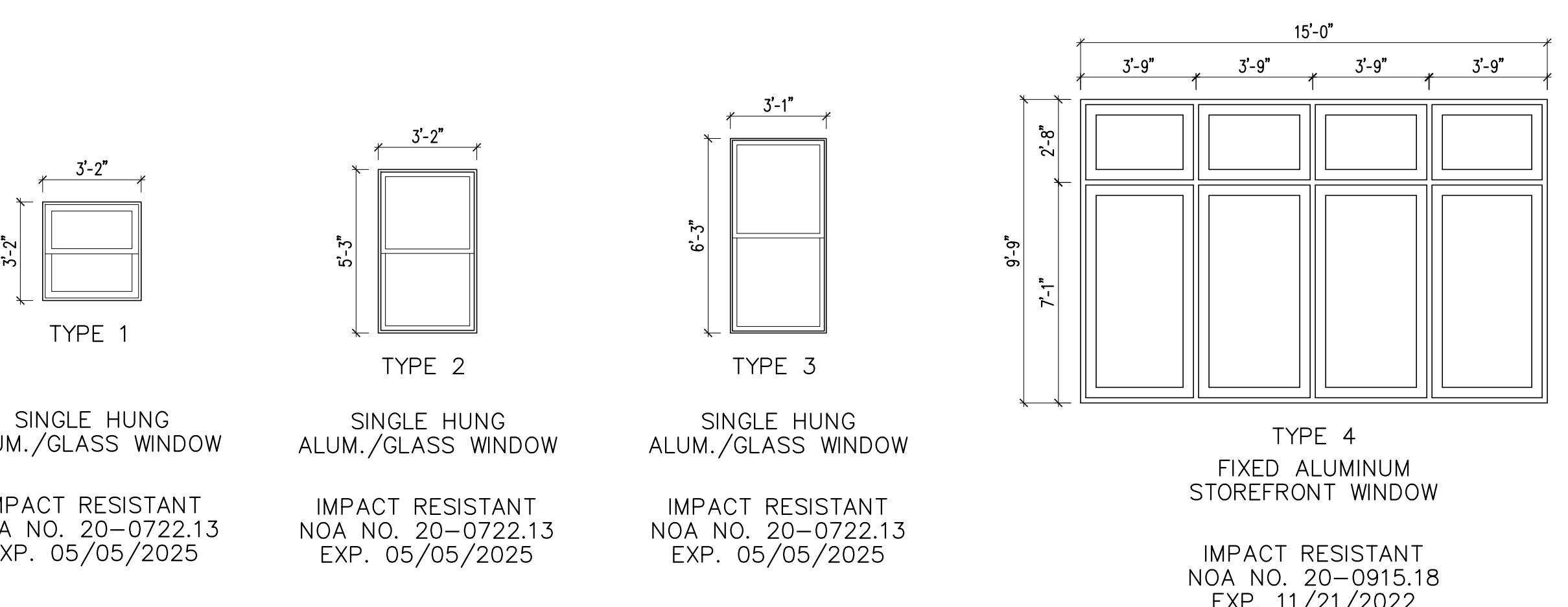
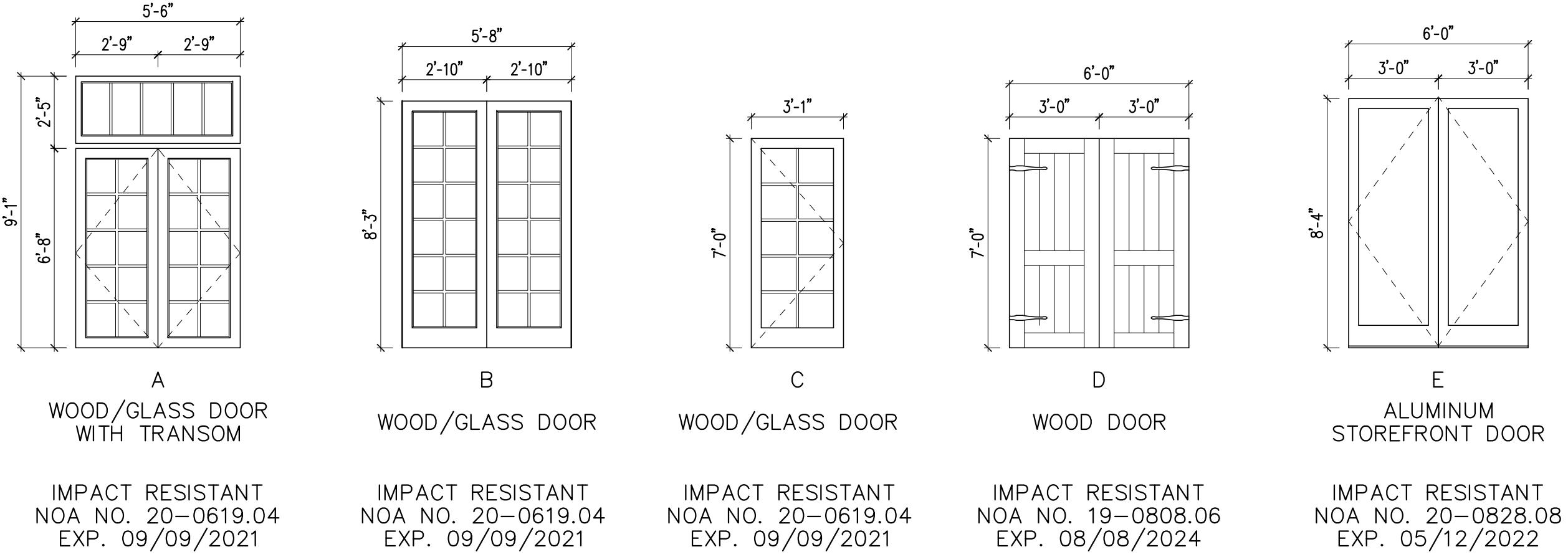
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REGISTRATION NUMBER: AR 0010865

A3.04

EXTERIOR DOOR SCHEDULE					
DOOR NUMBER	TYPE	DOOR			
		WIDTH	HEIGHT	MATERIAL	COMMENTS
1	A	(2) 2' - 9"	6' - 8"	WOOD/GLASS	FIXED/WITH TRANSOM
2	A	(2) 2' - 9"	6' - 8"	WOOD/GLASS	WITH TRANSOM
3	A	(2) 2' - 9"	6' - 8"	WOOD/GLASS	FIXED/WITH TRANSOM
4	B	(2) 2' - 10"	8' - 3"	WOOD/GLASS	FIXED
5	C	3' - 1"	7' - 0"	WOOD/GLASS	
6	D	(2) 3' - 0"	7' - 0"	WOOD	FIXED
7	E	(2) 3' - 0"	8' - 4"	ALUMINUM/GLASS	STOREFRONT
8	D	(2) 3' - 0"	7' - 0"	WOOD	FIXED
9	C	3' - 1"	7' - 0"	WOOD/GLASS	
10	B	(2) 2' - 10"	8' - 3"	WOOD/GLASS	FIXED

WINDOW SCHEDULE					
WINDOW TYPE	WINDOW				
	WIDTH	HEIGHT	MATERIAL	GLASS	COMMENTS
1	3' - 2"	3' - 2"	ALUMINUM/GLASS	LOW-E CLEAR	
2	3' - 2"	5' - 3"	ALUMINUM/GLASS	LOW-E CLEAR	
3	3' - 2"	5' - 3"	WOOD/GLASS	LOW-E CLEAR	
4	15' - 0"	9' - 9"	ALUMINUM/GLASS	LOW-E CLEAR	STOREFRONT
5	19' - 2"	9' - 9"	ALUMINUM/GLASS	LOW-E CLEAR	STOREFRONT
6	11' - 3 1/2"	9' - 9"	ALUMINUM/GLASS	LOW-E CLEAR	STOREFRONT
7	13' - 0"	12' - 6"	ALUMINUM/GLASS	LOW-E CLEAR	STOREFRONT
8	3' - 1"	6' - 3"	WOOD/GLASS	LOW-E CLEAR	



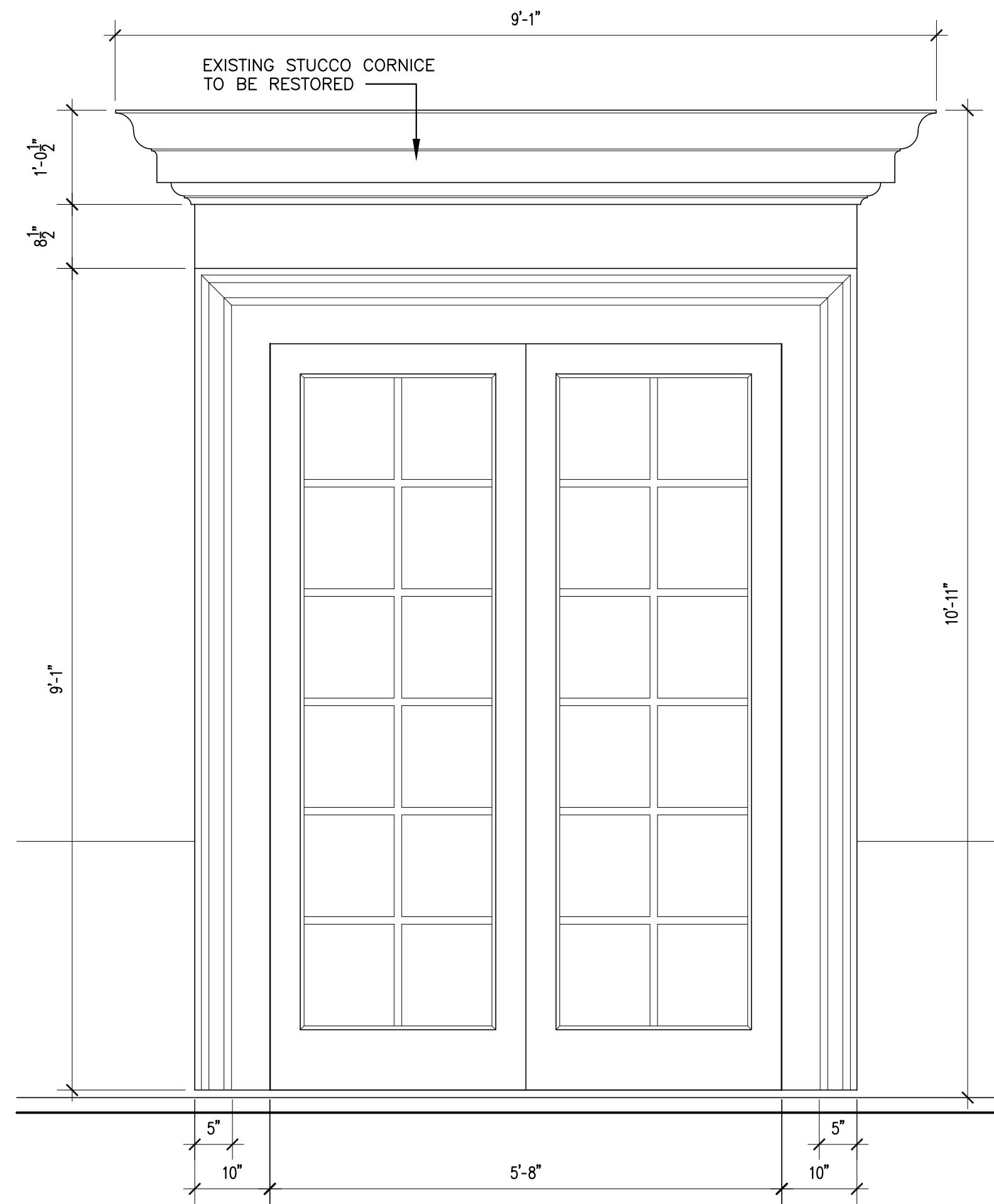
SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33431

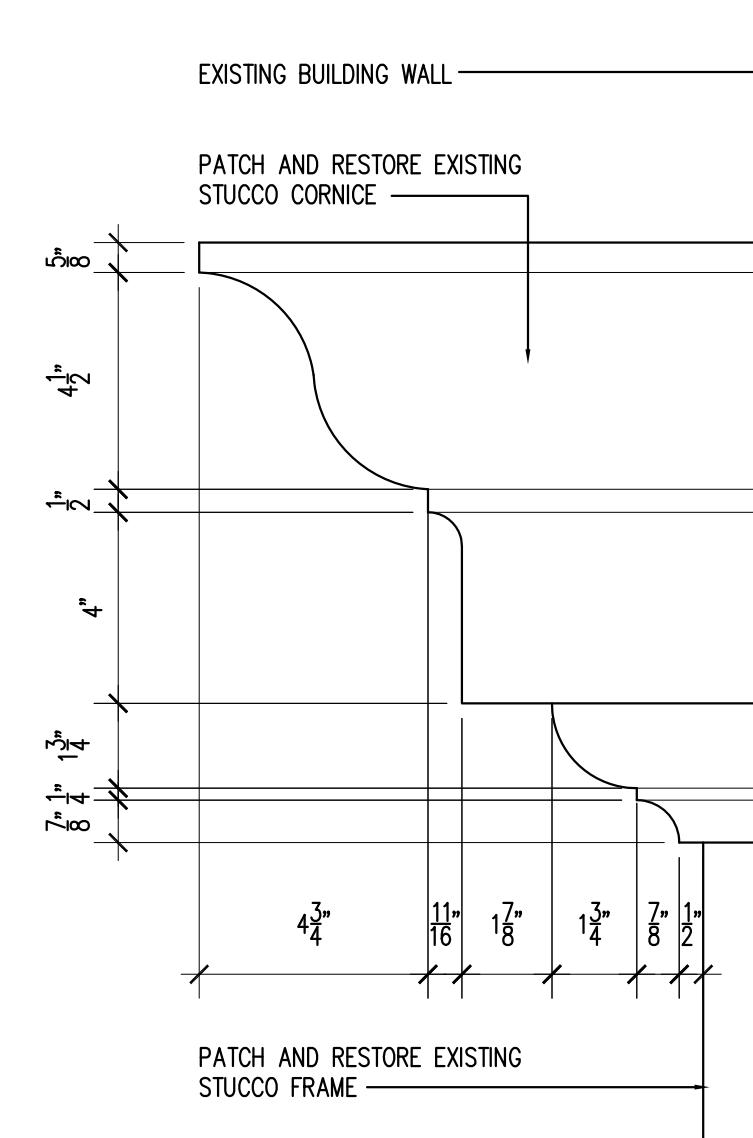
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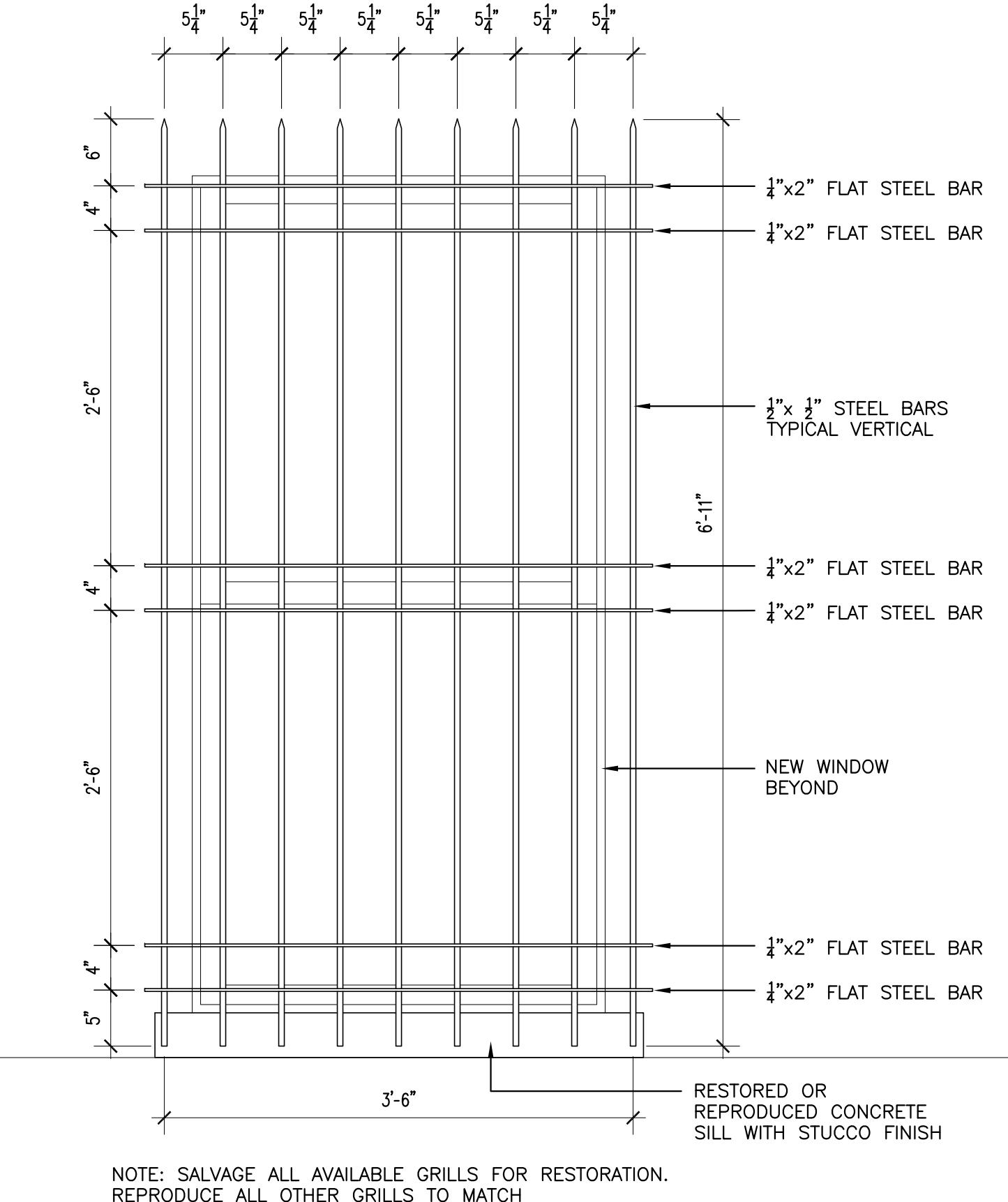
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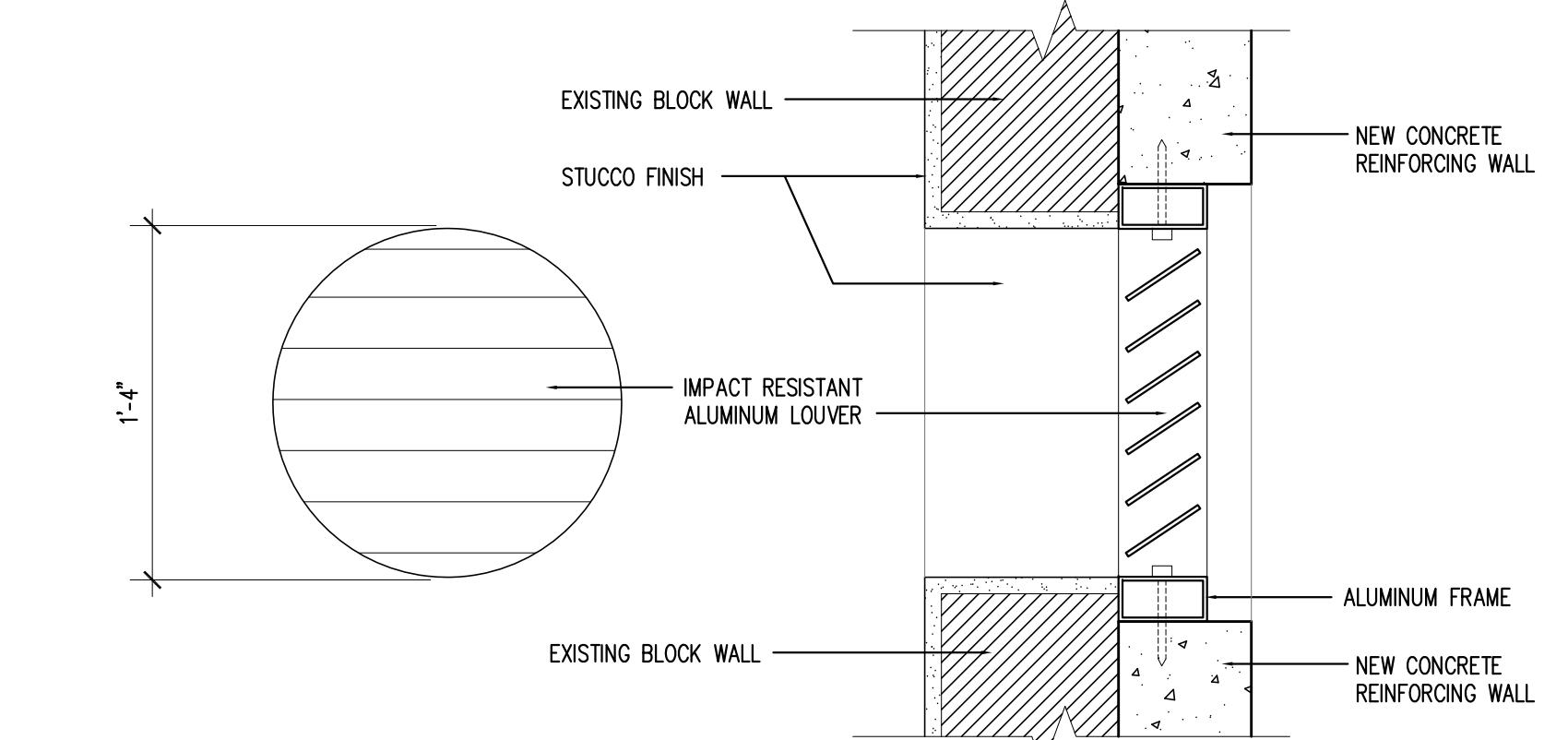
1 DOOR PORTICO ELEVATION SCALE: 3/4" = 1' - 0"



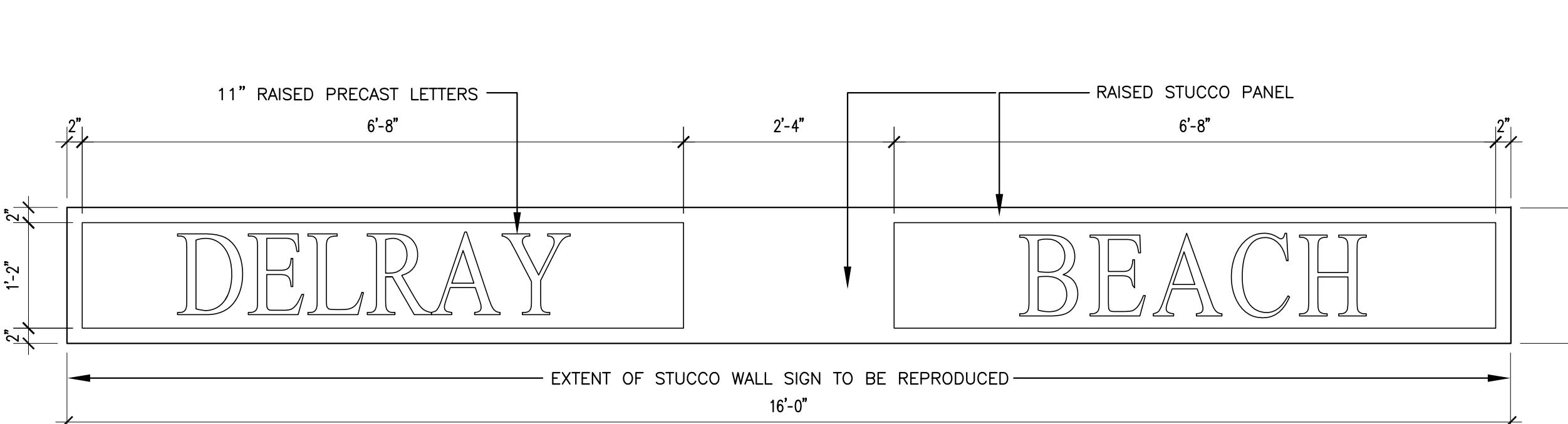
2 PORTICO CORNICE DETAIL SCALE: 3" = 1' - 0"



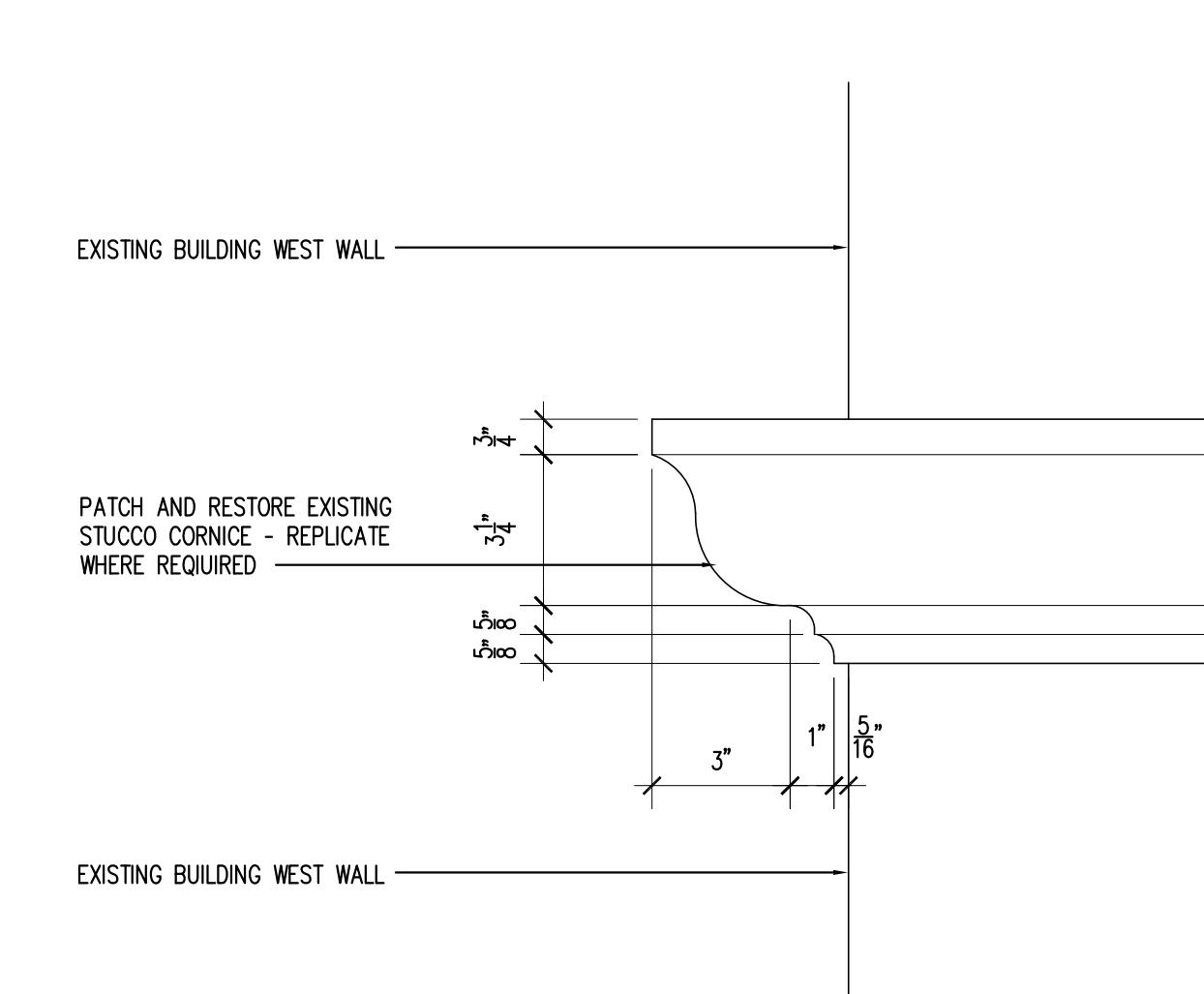
3 HISTORIC IRON GRILL SCALE: 1" = 1' - 0"



5 LOUVER DETAIL SCALE: 1-1/2" = 1' - 0"



4 HISTORIC NORTH WALL SIGNAGE SCALE: 3/4" = 1' - 0"



6 WEST WALL CORNICE/TRIM DETAIL SCALE: 3" = 1' - 0"



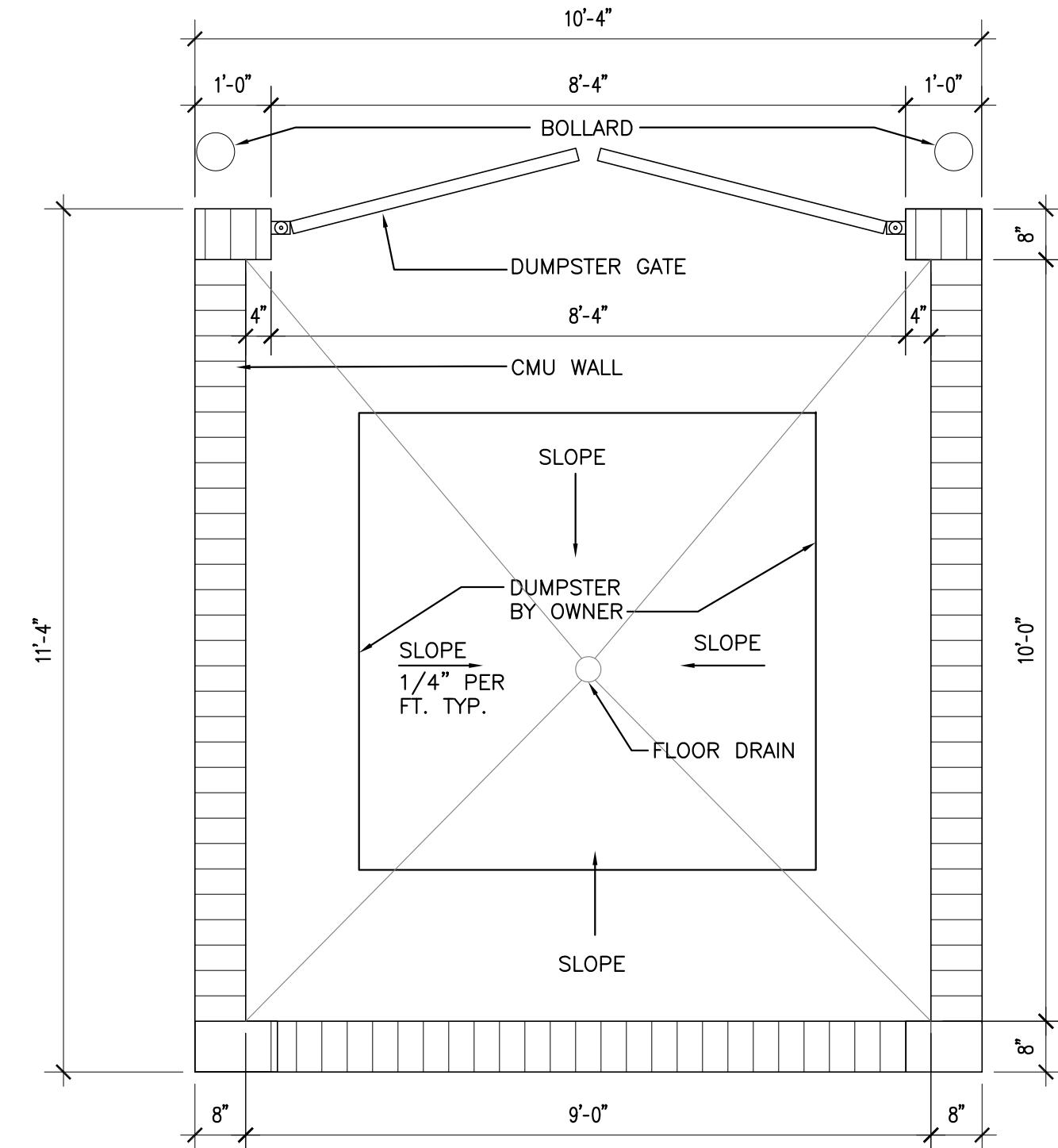
SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

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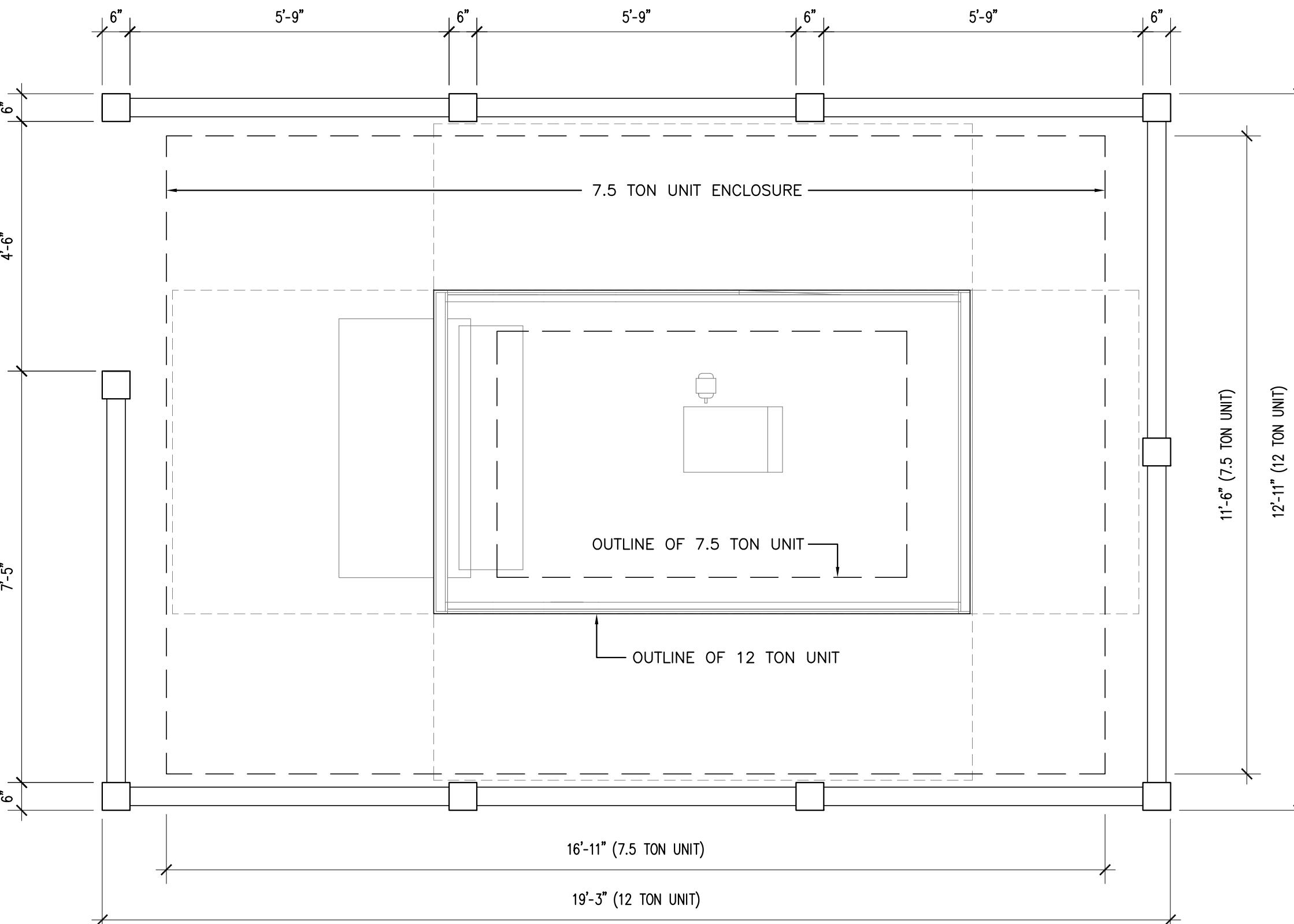
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A3.06



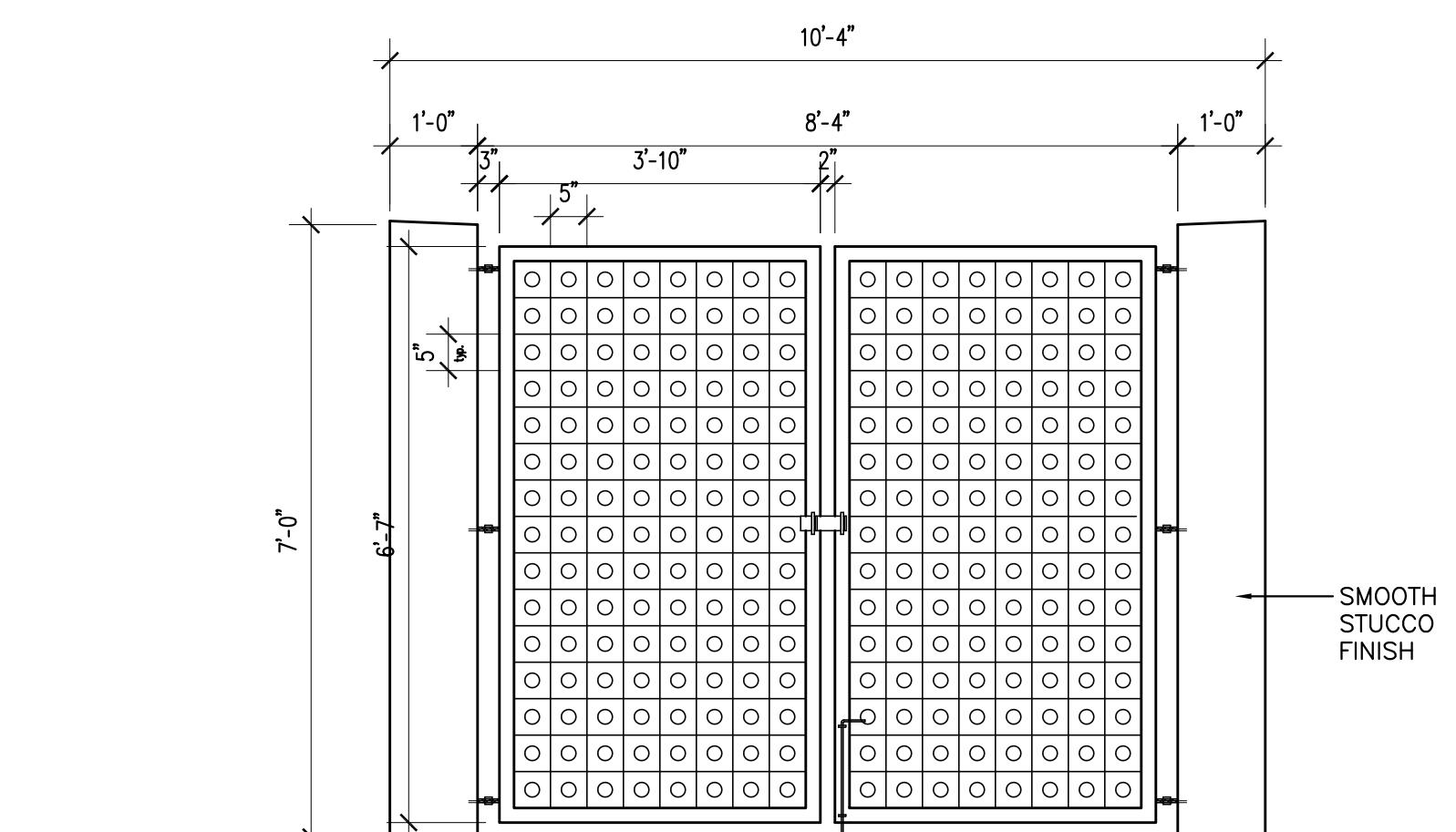
1 DUMPSTER ENCLOSURE PLAN

SCALE: 1/2" = 1' - 0"



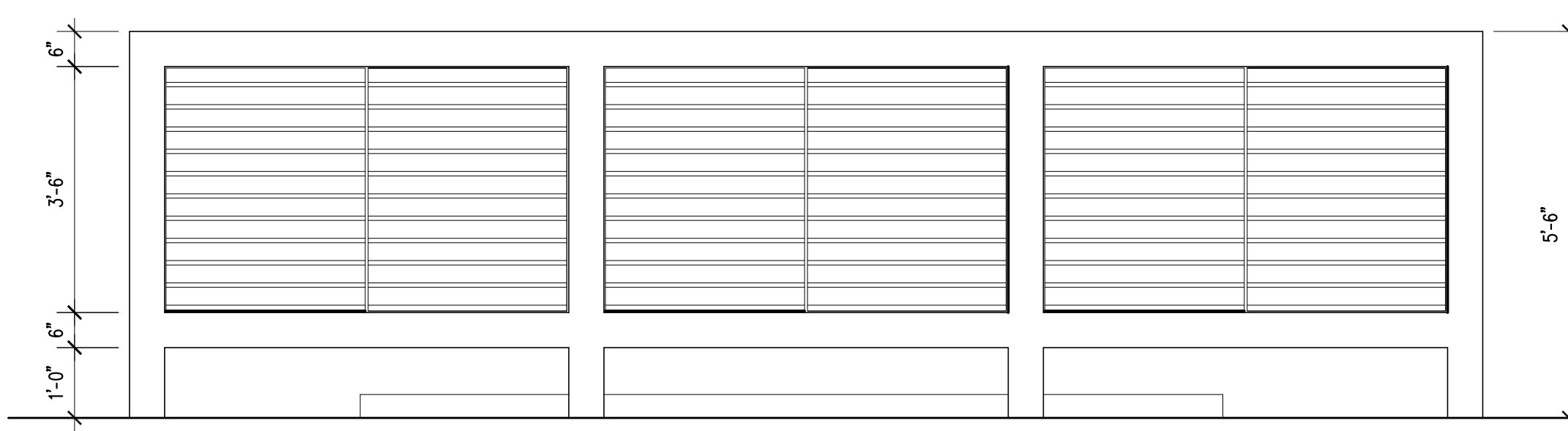
3 ROOFTOP A/C SCREEN PLAN

SCALE: 1/2" = 1' - 0"



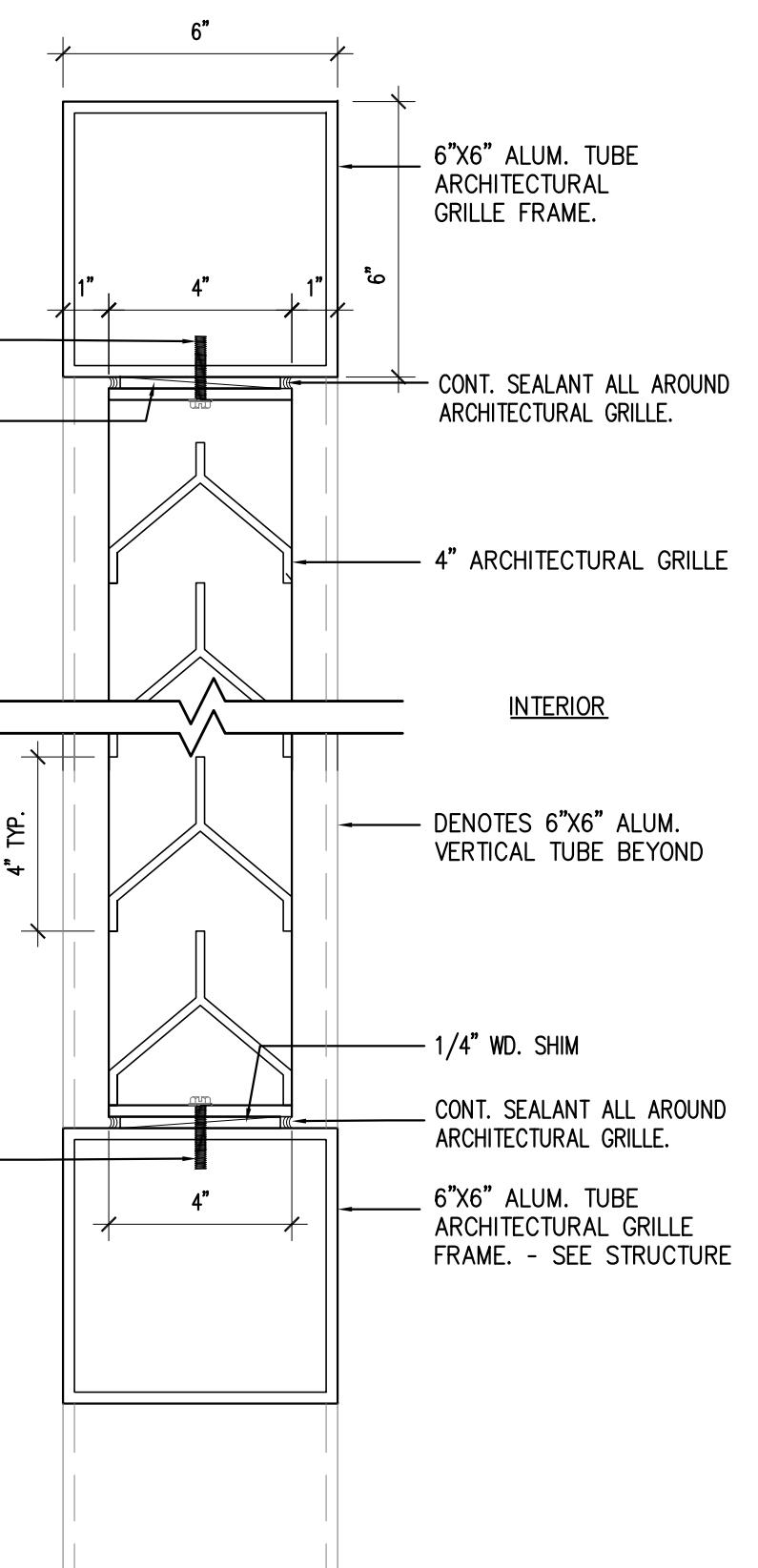
2 DUMPSTER ENCLOSURE ELEVATION

SCALE: 1/2" = 1' - 0"



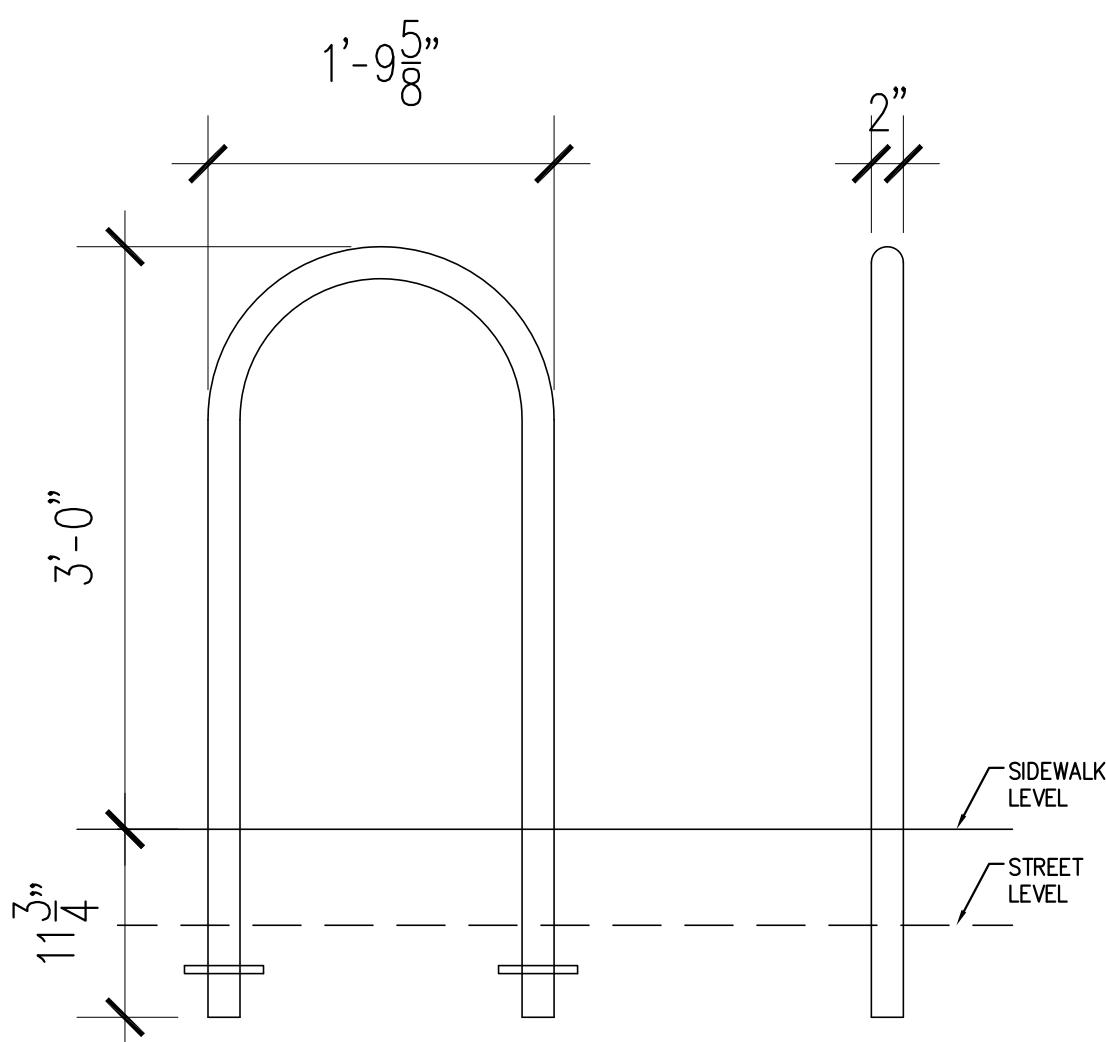
4 ROOFTOP A/C SCREEN ELEVATION

SCALE: 1/2" = 1' - 0"



5 SCREEN SECTION

SCALE: 3" = 1' - 0"



6 BIKE RACK

SCALE: 1" = 1' - 0"



SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33413

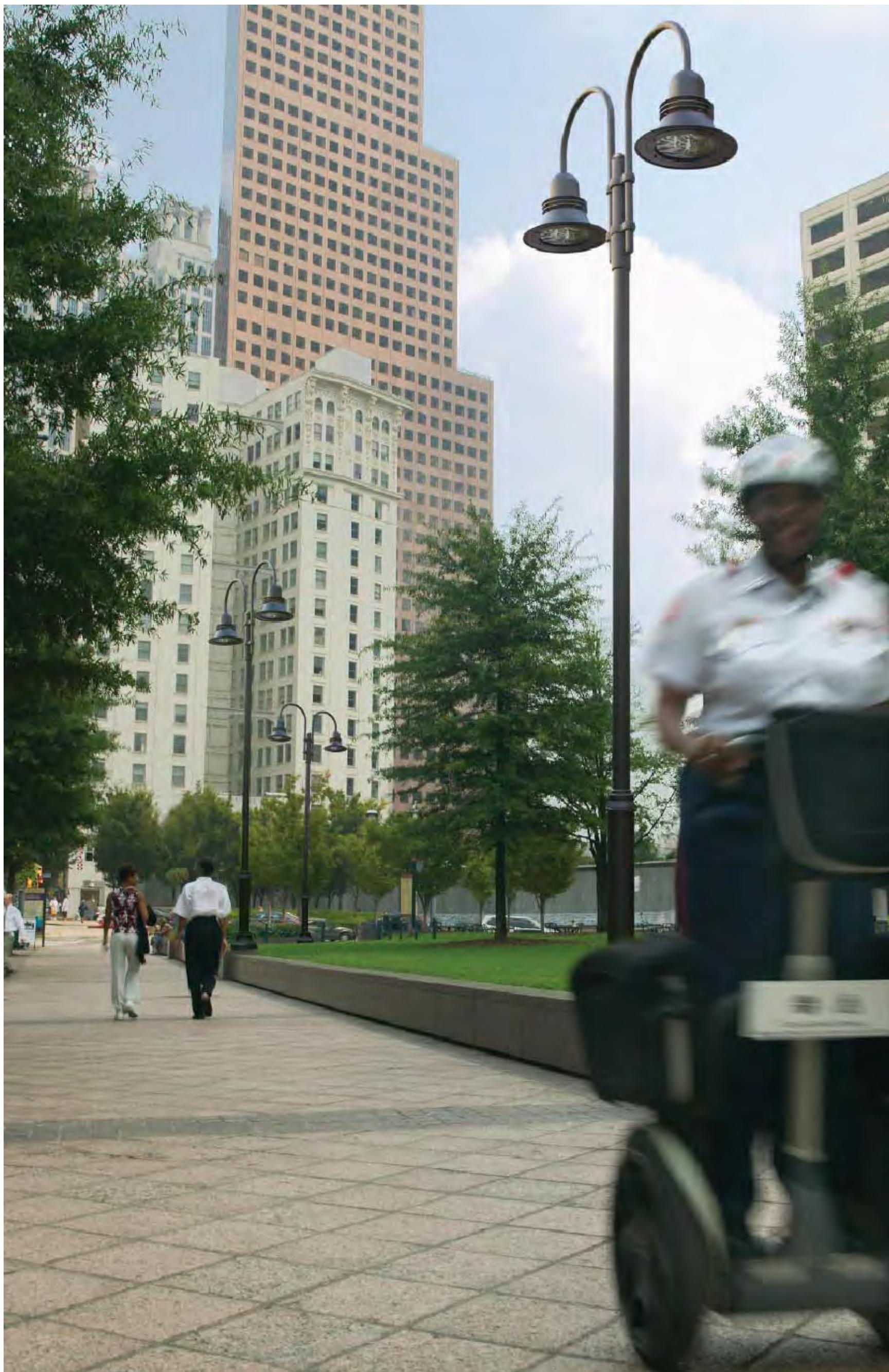
AUGUST 6, 2021

RJ HEISENBOTTLE
A R C H I T E C T S
2199 PONCE DE LEON BLVD., SUITE 400
CORAL GABLES, FL 33134 TELEPHONE:
305/446-7799 FAX: 305/446-9275 FLORIDA
REGISTRATION NUMBER: AR 0010865

A3.07



SITE LIGHT DETAIL



POST MOUNTED SITE LIGHTING



GOOSENECK MOUNTED BUILDING LIGHTING



STEM MOUNTED PENDANT BUILDING LIGHTING

PROPOSED SITE AND BUILDING LIGHTING FIXTURES

SEABOARD AIRLINE RAILWAY STATION RESTORATION AND RECONSTRUCTION

80 DEPOT, DELRAY BEACH, Florida 33431

AUGUST 6, 2021



RJ HEISENBOTTLE
ARCHITECTS
2199 PONCE DE LEON BLVD., SUITE 400
CORAL GABLES, FL 33134 TELEPHONE:
305/446-7799 FAX: 305/446-9275 FLORIDA
REGISTRATION NUMBER: AR 0010865

A4.00

FLORIDA

Pensacola

Tallahassee

Gainesville

Jacksonville

St. Augustine

Daytona Beach

Orlando

Tampa

St. Petersburg

Rockledge

W. Palm Beach

Fort Lauderdale

Miami

**CITY OF
DELRAY BEACH**

Key West

ENGINEERING AND LANDSCAPE PLANS FOR h DELRAY BEACH SEABOARD AIR LINE ge RAILWAY STATION RESTORATION

FEMA FLOOD ZONE:

THE PROPERTY IS LOCATED WITHIN FLOOD ZONE: "X" (EL. 15.906), AS SHOWN ON F.I.R.M. PANEL No. 12099C0979G BEARING A MAP EFFECTIVE DATE OF 12/20/2019.

**ALL EXISTING/PROPOSED ELEVATIONS
SHOWN ARE BASED ON NAVD 1988**

LEGAL DESCRIPTION
PARCEL 1

A PARCEL OF LAND LYING IN SECTION 18, TOWNSHIP 46 SOUTH, RANGE 43 EAST, CITY OF DELRAY BEACH, PALM BEACH COUNTY, FLORIDA, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 18; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, ALONG THE EAST LINE OF SECTION 18, A DISTANCE OF 690.00 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 89° 30' 00" WEST, A DISTANCE OF 264.00 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, ALONG A LINE 264.00 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SECTION 18, A DISTANCE OF 1,280.24 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 32°53'57" WEST, A DISTANCE OF 43.58 FEET TO A POINT OF CURVATURE; THENCE WITH A CURVE TO THE LEFT, HAVING A RADIUS OF 632.00 FEET, AN ARC LENGTH OF 215.00 FEET TO THE POINT OF BEGINNING; THENCE WITH A BEARING OF SOUTH 07°50'46" WEST, A DISTANCE OF 399.94 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 22°58'54" WEST, A DISTANCE OF 81.05 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 81°46'47" WEST, A DISTANCE OF 17.99 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 00°30'00" WEST, A DISTANCE OF 629.54 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 89°30'00" EAST, A DISTANCE OF 97.15 FEET TO A POINT; THENCE WITH A CURVE CONCAVE TO THE WEST, HAVING AN INITIAL TANGENT BEARING OF SOUTH 7°04'59" EAST, A RADIUS OF 541.40 FEET, A CENTRAL ANGLE OF 16°21'56", AN ARC LENGTH OF 154.64 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 79°19'23" EAST, A DISTANCE OF 15.62 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

PARCEL2

CONTAINING 49,373 SQUARE FEET, MORE OR LESS, AND SUBJECT TO EASEMENTS AND RIGHTS-OF-WAY OF RECORD.

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 18; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, ALONG THE EAST LINE OF SECTION 18, A DISTANCE OF 690.00 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 89°30'00" WEST, A DISTANCE OF 264.00 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, ALONG A LINE LYING 264.00 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SECTION 18, A DISTANCE OF 670.10 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 89°17'11" WEST, A DISTANCE OF 172.85 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 89°16'05" WEST, A DISTANCE OF 30.00 FEET TO A POINT THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, A DISTANCE OF 549.97 FEET TO THE POINT OF BEGINNING; THENCE WITH A BEARING OF SOUTH 89°16'05" EAST, A DISTANCE OF 51.99 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 13°30'39" EAST, A DISTANCE OF 83.23 FEET TO A POINT; THENCE WITH A CURVE CONCAVE TO THE SOUTHWEST, HAVING AN INITIAL TANGENT BEARING OF SOUTH 14°33'49" EAST, A RADIUS OF 541.40 FEET, A CENTRAL ANGLE OF 06°11'07", AN ARC LENGTH OF 58.45 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 89°30'00" WEST, A DISTANCE OF 97.11 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 00°30'00" WEST, A DISTANCE OF 139.89 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 89°16'05" EAST, A DISTANCE OF 15.28 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

PARCEL3
A PARCEL OF LAND LYING IN SECTION 18, TOWNSHIP 46 SOUTH, RANGE 43 EAST, CITY OF DELRAY BEACH, PALM BEACH COUNTY, FLORIDA, SAID PARCEL BEING
MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 18; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, ALONG THE EAST LINE OF SECTION 18, A DISTANCE OF 690.00 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 89°30'00" WEST, A DISTANCE OF 264.00 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, ALONG A LINE LYING 264.00 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SECTION 18, A DISTANCE OF 670.10 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 89°17'11" WEST, A DISTANCE OF 172.85 FEET TO THE POINT OF BEGINNING; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, A DISTANCE OF 453.54 FEET TO A POINT; THENCE WITH A CURVE CONCAVE TO THE EAST, HAVING AN INITIAL BEARING OF SOUTH 02°56'43" EAST, A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF 13°07'13", AN ARC LENGTH OF 5.72 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 13°30'39" EAST, A DISTANCE OF 93.70 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 89°16'05" WEST, A DISTANCE OF 51.99 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 00°30'00" WEST, A DISTANCE OF 549.97 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 89°16'05" EAST, A DISTANCE OF 30.00 FEET, MORE OR LESS, TO THE POINT OF BEGINNING

CONTAINING 17,533 SQUARE FEET.

PARCELS 2 & 3 CONTAIN A TOTAL OF 29,073 SQUARE FEET

SUBJECT TO A 16 FOOT RAILROAD TRACK EASEMENT FOR RAILROAD PURPOSES, BEING MORE PARTICULARLY DESCRIBED AS FOL

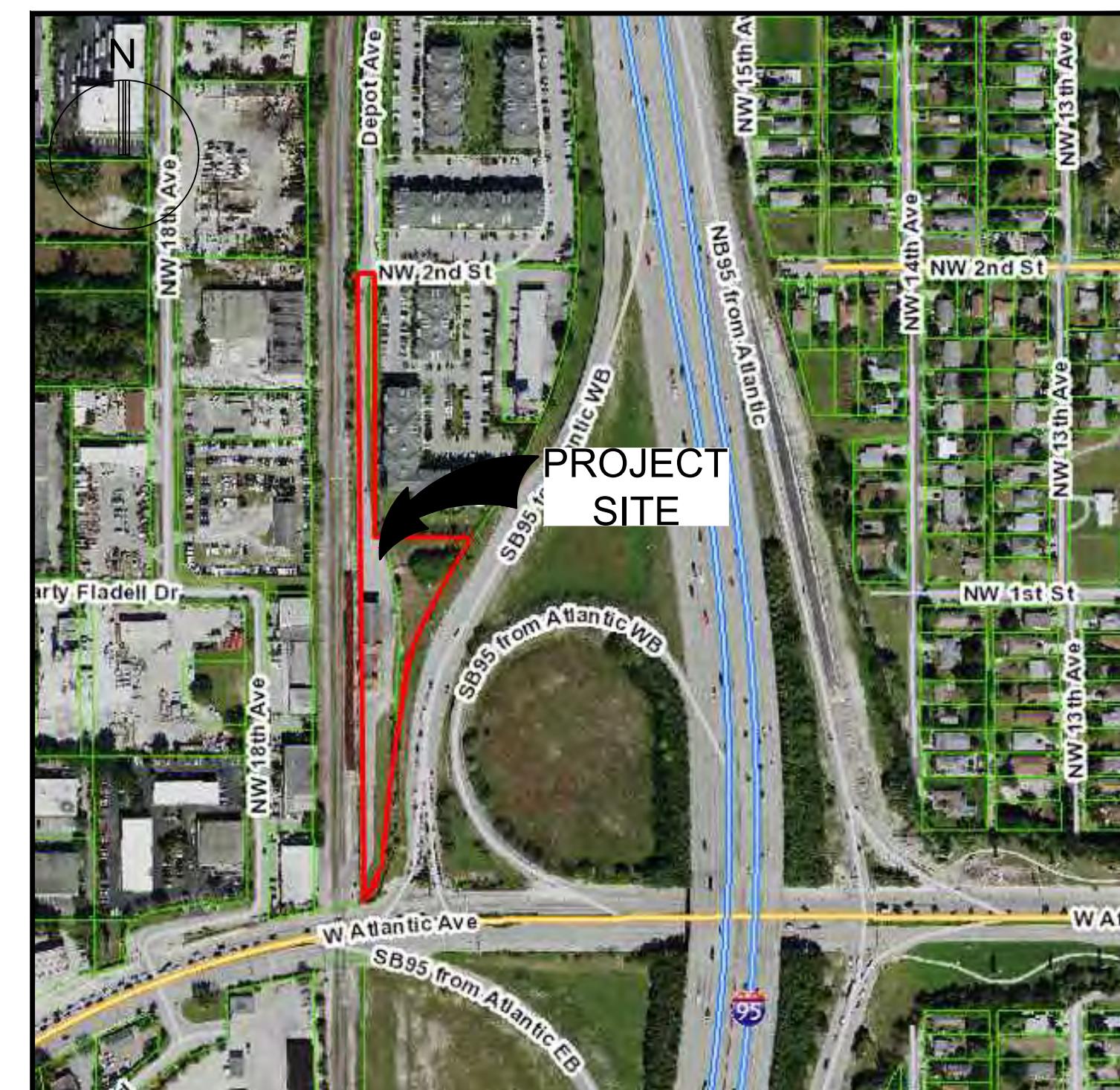
COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 18; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, ALONG THE EAST LINE OF SECTION 18, A DISTANCE OF 690.00 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 89°30'00" WEST, A DISTANCE OF 264.00 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, ALONG A LINE LYING 264.00 FEET WEST OF AND PARALLEL TO THE EAST LINE OF SECTION 18, A DISTANCE OF 670.10 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 89°17'11" WEST, A DISTANCE OF 172.85 FEET TO A POINT; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, A DISTANCE OF 222.16 FEET TO THE POINT OF BEGINNING OF THE BOUNDARY OF 16 FOOT TRACK EASEMENT; THENCE WITH A BEARING OF SOUTH 00°30'00" EAST, A DISTANCE OF 39.70 FEET TO A POINT; THENCE WITH A CURVE CONCAVE TO THE NORTHEAST, HAVING AN INITIAL TANGENT BEARING OF NORTH 25°23'41" WEST OF RADIUS OF 924.65 FEET, A CENTRAL ANGEL OF 04°51'58", AN ARC LENGTH OF 78.53 FEET TO A POINT; THENCE WITH A BEARING OF NORTH 00°30'00" WEST, A DISTANCE OF 50.31 FEET TO A POINT; THENCE WITH A CURVE CONCAVE TO THE NORTHEAST; HAVING AN INITIAL TANGENT BEARING OF SOUTH 17°32'49" EAST, A RADIUS OF 908.65 FEET A CENTRAL ANGLE OF 05°34'34" EAST, AN ARC LENGTH OF 88.43 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

TOGETHER WITH:

TRACT "A-2, HISTORIC DEPOT SQUARE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 114, PAGE 197 THRU 199 OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

LESS OUT:

TRACT "A-3", HISTORIC DEPOT SQUARE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 114, PAGE 197 THRU 199 OF THE PUBLIC RECORDS OF PALM BEACH, COUNTY, FLORIDA.



VICINITY MAP

SECTION 18, TOWNSHIP 46 SOUTH, RANGE 43 EAST
N.T.S.

PREPARED FOR:
R.J. HEISENBOTTLE, PA
2199 PONCE DE LEON BLVD., SUITE 400
CORAL GABLES, FL 33134



5.02

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

PROJECT No. 09515.02

AUGUST 6, 2021

The image is a black and white advertisement for the 811 service. On the left, there is a large, stylized '811' with a shovel icon integrated into the '1'. To the right of the logo, the text 'KNOW WHAT'S BURIED' is written in a large, bold, sans-serif font. Below it, 'ALWAYS CALL 811' is written in a slightly smaller bold font. Underneath that, 'BEFORE YOU DIG' is written in a bold, all-caps font. At the bottom right, the text 'It's fast. It's free. It's the law.' is written in a smaller, regular font. At the very bottom, the website 'www.callsunshine.com' is displayed in a bold, sans-serif font.

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

General Symbols		
Existing	Proposed	Description
Q	Q	Centerline & Baseline of Survey or Construction
►	►	Building Access (ADA)
►	►	Building Access (NON-ADA)
(A-1) 24' WIDE	(A-1) 24' WIDE	Driveway Turnout Identification (Per FDOT Index 515) w/ Drive Width
(CR-A)	(CR-A)	Sidewalk Curb Ramp (Per FDOT Index 304)
PF	PF	Proposed Section Marker
FA	FA	Flag Pole
GPS	GPS	GPS Point
HB	HB	Hay Bales
MB	MB	Mail Box
5.00	5.00	Major Contour Elevation
5.20	5.20	Minor Contour Elevation
PK	PK	Parking Meter
PL	PL	Property Line
10.38	14.48	Grade Elevation
	14.98 14.48	Top Of Curb Elevation/Pavement Elevation
⊕	⊕	Soil Test Boring Hole
B.M. NO. II/2	B.M. NO. II/2	Survey Bench Mark
Line Types		
Existing	Proposed	Description
—	—	County Bound
		Demolition Line
—	—	Easement Line
—	—	Property Line
		Limited Access Line/Non-Vehicular Access
		Railroad
—	—	Right Of Way
...	...	Canal Or Drainage Ditch
•••	•••	Shore Line
—	—	Tree Line
Cx	C	Aerial Communication Line
Cx	C	Underground Communication Line
SDx	SD	Underground Storm Drain Line (Double Line 24" And Over)
SSx	SS	Underground Sanitary Line
Ex	E	Aerial Electric Line
Ex	E	Underground Electric
Wx	W	Underground Water Line
NPWx	NPW	Underground Non Potable Water Line
FMx	FM	Underground Force Main
—	—	Gate
X X	X X	Chain Link Fence
—	—	Wood Fence
X X	X X	Metal Rail Fence
SF	SF	Silt Fence
—	—	Turbidity Barrier
—	—	Guard Rail
—	—	Roadway Centerline
—	—	2 - 4 Skip
—	—	3 - 9 Skip
—	—	6- 10 Skip
—	—	10 - 30 Skip
—	—	10 - 10 - 20 Skip
—	—	Curb
—	—	Curb And Gutter
Landscaping		
Existing	Proposed	Description
Cloud	Cloud	Bush
Flower	Flower	Tree
Leaf	Leaf	Palm Tree

Paving and Grading		
Existing	Proposed	Description
~~	~~	Flow Directional Arrow
→	→	Pavement Marking Arrows
—	—	Stop Bar
—	—	Concrete Sidewalk
—	—	Jogging Path
—	—	Pavement Area
—	—	Existing Pavement/Concrete/ Landscape Removal Area
—	—	Milling And Resurfacing
—	—	Detectable Warning (Truncated Domes) Per Florida Accessibility Code
—	—	Soil Tracking Prevention Device
Drainage / Utilities		
Existing	Proposed	Description
CB	CB	Catch Basin
○	○	Yard Drain
CB	CB	Exfiltration Trench
—	—	Curb Basin With Filter Fabric Insert
—	—	Curb Type 5
—	—	Curb Type 6
—	—	Pipe Culvert - Mitered End Section
—	—	Pipe Culvert - Straight Endwall
—	—	Pipe Culvert - U - Type Endwall
○ E G D S	○ E G D S	Manhole - Communication, Electric, Gas, Drn, San Sew
—	—	Valve Box - Gas, San. Sew, Water, Non-Potable Water
—	—	22.5 degree Bend
—	—	45 degree Bend
—	—	90 degree Bend
○	○	Utility Crossing
○	○	Fire Hydrant
PS#	PS#	Proposed Bacteriological Sampling Point
GT	GT	Grease Trap
ST	ST	Septic Tank
DW	DW	Drainage Well
MW	MW	Monitoring Well
○	○	Water Well
CO	CO	Sanitary Sewer Cleanout
BFP	BFP	Back Flow Preventor
J	J	Junction Box
E	E	Electric Handhole
ELEC	ELEC	Electric Meter
W	W	Water Meter
—	—	Gate Valve
—	—	Guy wire
○○	○○	Light Pole
—	—	Relocated Or Adjusted Light Pole
○	○	Wood Power Pole
—	—	Concrete Utility Pole
○	○	Traffic Signal Pole (Concrete, Wood, Metal)
—	—	Pedestrian Signal Head (Pole Or Pedestal Mounted)
—	—	Post Mounted Sign
—	—	Street Sign
—	—	High Mast Lighting Tower
—	—	Controller Cabinet (Base Mounted)
—	—	Controller Cabinet (Pole Mounted)
—	—	Traffic Signal Head (Span Wire Mounted)
—	—	Traffic Signal Head (Pedestal Mounted)
—	—	Traffic Signal Head (Mast Arm Mounted)
	N: 623025.4322	Coordinate values shown on proposed improvements are relative to the coordinate values indicated on the Right-of-Way, property corners or reference monument
	E: 850262.1786	

Abbreviations	
General	
AADT	Annual Average Daily Traffic
ABAN	Abandon
ADJ	Adjust
APPROX.	Approximate
A.C.	Asphalt Concrete
ACCM PIPE	Asphalt Coated Corrugated Metal Pipe
BIT.	Bituminous
BC	Back Of Curb
BD.	Bound
BL	Baseline
BLDG	Building
BM	Benchmark
BO	By Others
BOS	Bottom Of Slope
BR.	Bridge
CAP	Corrugated Aluminum Pipe
CB	Catch Basin
CBCI	Catch Basin With Curb Inlet
CC	Cement Concrete
CCM	Cement Concrete Masonry
CEM	Cement
CI	Curb Inlet
CIP	Cast Iron Pipe
CLF	Chain Link Fence
CL	Centerline
SHLD	Shoulder
SMH	Sewer Manhole
ST	Street
STA	Station
SSD	Stopping Sight Distance
SW	Sidewalk
T	Tangent Distance Of Curve/Truck %
TAN	Tangent
TEMP	Temporary
TC	Top Of Curb
TOS	Top Of Slope
TSV	Tapping Sleeve and Valve
TYP	Typical
UP	Utility Pole
VAR	Varies
VERT	Vertical
VC	Vertical Curve
WCR	Wheel Chair Ramp
WIP	Wrought Iron Pipe
WM	Water Meter/Water Main
X-SECT	Cross Section

Abbreviations Continued	
P.G.L.	Profile Grade Line
PI	Point Of Intersection
POC	Point On Curve
POT	Point On Tangent
PRC	Point Of Reverse Curvature
PROJ	Project
PROP	Proposed
PT	Point Of Tangency
PVC	Point Of Vertical Curvature
PVI	Point Of Vertical Intersection
PVT	Point Of Vertical Tangency
PVMT	Pavement
PWW	Paved Water Way
R	Radius Of Curvature
R&D	Remove And Dispose
RCP	Reinforced Concrete Pipe
RD	Road
RDWY	Roadway
REM	Remove
RET	Retain
RET WALL	Retaining Wall
ROW	Right Of Way
RR	Railroad
R&R	Remove And Reset
RT	Right
SHLD	Shoulder
SMH	Sewer Manhole
ST	Street
STA	Station
SSD	Stopping Sight Distance
SW	Sidewalk
T	Tangent Distance Of Curve/Truck %
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WIP	Wrought Iron Pipe
WM	Water Meter/Water Main
X-SECT	Cross Section

KEITH
301 East Atlantic Boulevard
Pompano Beach, FL 33060
PH: (954) 788-3400
Florida Certificate of
Authorization # - 7928

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

DELRAY BEACH
**SEABOARD AIRLINE
RAILWAY STATION
RESTORATION
PROJECT**
80 DEPOT AVE
DELRAY BEACH

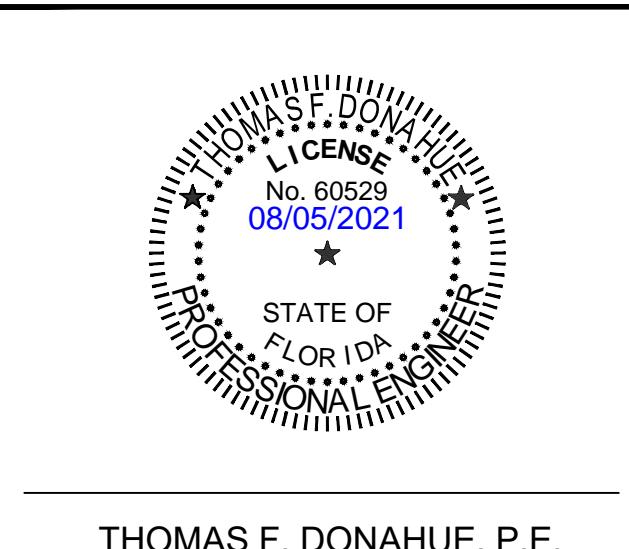
SCALE: AS NOTED

DATE ISSUED: AUGUST 6, 2021

DRAWN BY: FA/NW/AM

DESIGNED BY: JW

CHECKED BY: TD



SHEET TITLE

LEGEND

SHEET NUMBER

GI-001

ANY TREES OR SHRUBS PLACED WITHIN WATER, SEWER
OR DRAINAGE EASEMENTS SHALL CONFORM TO THE CITY
OF DELRAY BEACH STANDARD DETAILS; LD 1.1 & LD 1.2.

Drawing name: N:\\2020\\06\\15.02-Delray Beach Seaboard Air Line Railway Station -2J\\Sheetbills\\Architecting\\Cadastral\\5.02-Delray Beach Seaboard Air Line Railway Station -2J.dwg

CONSTRUCTION SPECIFICATIONS

Section 20 - General Specifications Paving Grading Drainage and Earthwork

20. General

20.1. It is the intent of these specifications to describe the minimum acceptable technical requirements for the materials and workmanship for construction of site improvements for this project. Such improvements may generally include, but not be limited to, clearing, grading, paving, removal of existing pavement storm drainage, water lines and sanitary sewers.

20.2. It is the intent that the Florida Department of Transportation (FDOT) "FDOT Standard Specifications for Road and Bridge Construction" (current edition) together with "Supplemental Specifications to the FDOT Standard Specifications for Road and Bridge Construction" (current edition), and the FDOT Roadway and Traffic Design Standards (current edition) be used where applicable for the various work, and that where such wording therein refers to the State of Florida and its Department of Transportation and personnel, such wording is intended to be replaced with the wording which would provide proper terminology; thereby making such "FDOT Standard Specifications for Road and Bridge Construction" together with the "FDOT Roadway and Traffic Design Standards" as the "FDOT Standard Specifications" for this project. If within a particular section, another section, article or paragraph is referred to, it shall be part of the FDOT Standard Specifications also. The Contractor shall abide by all local and State laws, regulations and building codes which have jurisdiction in the area.

20.3. The Contractor shall furnish all labor, materials and equipment and perform all operations required to complete the construction of a paving and drainage system as shown on the plans, specified herein, or both. It is the intent to provide a complete and operating facility in accordance with these specifications and the construction drawings. The material and equipment shown or specified shall not be taken to exclude any other incidentals necessary to complete the work.

20.4. All labor, materials, and methods of construction shall be in strict accordance with the plans and construction specifications and the minimum engineering and construction standards adopted by the unit of government which has jurisdiction and responsibility for the construction. Where conflicts or omissions exist, the jurisdictional government Engineering Department's standards shall govern.

Substitutions and deviations from plans and specifications shall be permitted only when written approval has been issued by the Engineer of Record (EOR).

20.5. Guarantee - all materials and equipment to be furnished and/or installed by the Contractor under this contract, shall be guaranteed for a period of (1) one year from the date of final acceptance thereof, against defective materials, design and workmanship. Upon receipt of notice from the owner of failure of any part of the guaranteed equipment or materials, during the guarantee period, the affected part or materials shall be replaced promptly with new parts or materials by the contractor, at no expense to the owner. In the event the Contractor fails to make necessary replacement or repairs within (7) seven days after notification by the owner, the owner may accomplish the work at the expense of the contractor.

21. Earthwork

21.1. All areas within the project limits shall be cleared and grubbed prior to construction. This shall consist of the complete removal and disposal of all trees, brush, stumps, roots, grass, weeds, rubbish and all other obstructions resting on or protruding through the surface of the existing ground to a depth of 1'. All work shall be in accordance with section 110 of the FDOT Standard Specifications.

21.2. None of the existing limerock material from demolished pavement is to be incorporated in the new limerock base, unless noted in plans. The existing limerock material from demolished pavement may be incorporated into the stabilized subgrade / subbase, or stabilized shoulder.

21.3. Fill material shall be classified as A-I, A-3, or A-2-4 in accordance with AASHTO N-145 and shall be free from vegetation and organic material. Not more than 12% by weight of fill material shall pass the no. 200 sieve.

21.4. All fill material in areas not to be paved shall be compacted to 95% of the maximum density as determined by AASHTO T-180.

21.5. All material of construction shall be subject to inspection and testing to establish conformance with the specifications and suitably for the uses intended. The Contractor shall notify the Engineer at least 24 hours prior to the time he will be ready for an inspection or test. The Contractor shall follow City and County inspection procedures. The Contractor shall not proceed with any phase of work dependent on an inspection or test of an earlier phase of work, prior to that test or inspection passing. The Contractor shall be responsible for providing certified material test results to the Engineer of record prior to the release of final certification by the Engineer. A copy of the entire set of certified material test report shall also be submitted to the City. Test results must include, but may not be limited to, densities for subgrade and limerock, utilities, excavation, asphalt gradation reports, concrete cylinders, etc.

21.6. When encountered, muck shall be completely removed from the center line (10) ten feet beyond the edge of pavement each side. All such material shall be replaced by approved granular fill.

21.7. When encountered within drainage swales, hardpan shall be removed to full depth for a width of (5) five feet at the invert and replaced with granular materials.

21.8. All underground utilities and drainage installations shall be in place prior to subgrade compaction and pavement construction.

21.9. Ground adjacent to roadway/pavement having runoff shall be graded (2) two inches lower than the edge of pavement to allow for the placement of sod.

21.10. Site grading elevations shall be within 0.1' of the required elevation for non paved areas and all areas shall be graded to drain without ponding and to provide a continuous drainage flow to applicable drainage structure.

21.11. The Contractor shall perform all excavation, fill, embankment and grading to achieve the proposed plan grades including typical road sections, side slopes and canal sections. All work shall be in accordance with section 120 of the FDOT Standard Specifications. If fill

material is required in excess of that generated by the excavation, the Contractor shall supply this material as required from off-site.

21.12. A 2' blanket of top soil shall be placed over all areas to be sodded or seeded and mulched within the project limits unless otherwise indicated on the plans.

21.13. Sod shall be St. Augustine unless otherwise indicated on the plans, and shall be placed on the graded top soil and watered to insure satisfactory condition upon final acceptance of the project.

22. Drainage

22.1. Inlets - all inlets shall be the type designated on the plans, and shall be constructed in accordance with section 425 of the FDOT Standard Specifications. All inlets and pipe shall be protected during construction to prevent siltation in the drainage systems by way of temporary plugs and plywood or plastic covers over the inlets. The entire drainage system shall be cleaned of all debris and inspected prior to final acceptance.

22.2. Pipe specifications: the material type is shown on the drawings by one of the following designations:

- RCP = reinforced concrete pipe, ASTM designation C-76, section 941 of the FDOT Standard Specifications.
- CMP = corrugated metal (aluminum) pipe, ASTM designation M-196.
- CMP (smooth lined) = corrugated metal aluminum pipe, (smooth lined) ASTM designation M-196.
- SCP = slotted concrete pipe, sections 941 and 942, of the FDOT Standard Specifications.
- PVC = polyvinyl chloride pipe.
- PCP = perforated cmp, section 945, of the FDOT Standard Specifications
- Corrugated High Density Polyethylene Pipe (HDPE) (12 Inches to 60 Inches) shall meet the requirements of FDOT Specification section 948-2.3.

22.3. Pipe backfill - requirements for pipe backfill crossing roads or parking areas shall be as defined in the section 125-8, of the FDOT Standard Specifications. Pipeline backfill shall be placed in 6 inch lifts and compacted to 98% of the standard proctor (AASHTO T-180 specifications)

22.4. Location of drainage structures shall govern, and pipe length may have to be adjusted to accomplish construction as shown on these plans.

22.5. Distance and lengths shown on plans and profile drawings are referenced to the inner walls of structures.

22.6. Filter fabric shall be Mirafi, Typar or approved equal conforming to section 985 of the FDOT Standard Specifications.

23. Asphalt Paving

23.1. Where new asphalt meets existing asphalt, the existing asphalt shall be saw cut to provide a straight even line. Prior to removing curb or gutter, the adjacent asphalt shall be saw cut to provide a straight even line.

23.2. Internal asphalt paving constructed on existing sandy soils shall be constructed with a 12" subgrade, compacted to a minimum density of 98% maximum density as determined by AASHTO T-180. The compacted subgrade shall be constructed in the limits shown on the plans. All subgrade shall have an LBR of 40 unless otherwise noted.

23.3. Asphaltic concrete surface course shall be constructed to the limits shown on the plans. The surface course shall consist of the thickness and type asphaltic concrete as specified in the plans. All asphaltic concrete shall be in accordance with sections 320, 327, 330, 334, 336, 337, 338, 339 and 341 of the FDOT Standard Specifications.

23.4. Limerock base shall be prepared, compacted and graded and shall be in accordance with section 200 of the FDOT Standard Specifications. All limerock shall be compacted to 98% by AASHTO T-180 and have not less than 70% of carbonates of calcium and magnesium unless otherwise designated. The Engineer shall inspect the completed base course and the Contractor shall correct any deficiencies and clean the base course prior to the placement of the prime coat. A tack coat shall also be required if the Engineer finds that the primed base has become excessively rubbery or the prime coat has cured to the extent of losing bonding effect prior to placement of the asphaltic concrete surface course. The prime and tack coats shall be in accordance with section 300 of the FDOT Standard Specifications. All limerock base shall have an LBR of 100.

23.5. Limerock base material shall be placed in maximum 6" lifts. Bases greater than 6" shall be placed in two equal lifts. If, through field tests, the Contractor can demonstrate that the compaction equipment can achieve density for the full depth of a thicker lift, and if approved by the engineer, the base may be constructed in successive courses of not more than 8 inches (200 mm) compacted thickness.

23.6. Asphalt edges that are not curbed shall be saw cut to provide a straight even line to the dimensions shown on plans.

24. Concrete Construction

24.1. Concrete sidewalk shall be in accordance with section 522 of the FDOT Standard Specifications and in accordance with F.D.O.T. Roadway and Traffic Design Standards, index no. 310. Concrete sidewalk shall be 4" thick, unless otherwise not and constructed on compacted subgrade, with 1/2" expansion joints placed at a maximum of 75', unless otherwise noted on plans. Crack control joints shall be 5' on center. All concrete sidewalks that cross driveways shall be 6" thick, unless otherwise noted on plans.

24.2. Sidewalk curb ramps shall be in accordance with F.D.O.T. Roadway and Traffic Design Standards, index no. 304.

24.3. Concrete curb shall be constructed to the limits shown on the plans. The concrete shall have a minimum compressive strength of 3000 PSI at 28 days and shall be in accordance with section 520 of the FDOT Standard Specifications. Concrete curbing shall be in accordance with F.D.O.T. Roadway and Traffic Design Standards, index no. 300.

24.4. Site grading elevations shall be within 0.1' of the required elevation for non paved areas and all areas shall be graded to drain without ponding and to provide a continuous drainage flow to applicable drainage structure.

24.5. The Contractor shall perform all excavation, fill, embankment and grading to achieve the proposed plan grades including typical road sections, side slopes and canal sections. All work shall be in accordance with section 120 of the FDOT Standard Specifications. If fill

Note: If materials list here on are in conflict with utility owner, material owner requirements shall govern.

24.6. All water main pipe, including fittings, shall be color coded or marked using blue as a predominant color to differentiate drinking water from reclaimed or other water. Underground plastic pipe shall be solid-wall blue pipe, shall have a co-extruded blue external skin, or shall be white

or black pipe with blue stripes incorporated into, or applied to, the pipe wall; and underground metal or concrete pipe shall have blue stripes applied to the pipe wall. Pipe striped during manufacturing of the pipe shall have continuous stripes that run parallel to the axis of the pipe, that are located at no greater than 90-degree intervals around the pipe, and that will remain intact during and after installation of the pipe. If tape or paint is used to stripe pipe during installation of the pipe, the tape or paint shall be applied in a continuous line that runs parallel to the axis of the pipe and that is located along the top of the pipe; for pipes with an internal diameter of 24 inches or greater, tape or paint shall be applied in continuous lines along each side of the pipe as well as along the top of the pipe.

24.7. Fire hydrants shall be Mueller centurion traffic type A-423 with 5 1/4" internal valve opening or approved equal. Pumper nozzle to be 18" from finished grade. All hydrants to be installed with control valve. Retainer glands are preferred for restraining. Fire hydrant shall comply with ANSI/AWWA C502 latest revision. Fire hydrants shall be painted in accordance with NFPA #291 or per agency standards having jurisdiction. Blue raised reflective pavement marker (rpm) shall be used to identify fire hydrant location. The placement of the rpm to be at the centerline of the outside roadway lane.

24.8. Sewage force main valves shall be plug valves which shall be of the non-lubricated, eccentric type with resilient faced plugs, port areas for valves 20 inches and smaller shall be at least 80% of full pipe area. Port area of valves 24 inches and larger shall be at least 70% of full pipe area. The body shall be of semi-steel (ASTM A-126 C1.b) and shall have bolted bonnet which gives access to the internals of the valve. Seats shall be welded overlay of high nickel content or a stainless steel plate locked in the body cavity. If a plate is used, it shall be replaceable through the bonnet access. Bearings shall be permanently lubricated of stainless steel, bronze or Teflon lined, fiber glass backed Duralon. Bearing areas shall be isolated from the flow with grit seals. Valves shall have packing bonnets where the shaft protrudes from the valve and the packing shall be self-adjusting chevron type which can be replaced without removing the bonnet. All nuts, bolts, springs and washers shall be stainless steel.

24.9. Ductile iron pipe for water distribution mains shall conform to ANSI/AWWA standard C151/A21.51 latest revision, "ductile iron pipe centrifugally cast in metal molds or sand-lined molds" with a minimum wall thickness of class 51 (pressure class 350) unless otherwise noted in the plans. Ductile iron pipe shall be cement lined and seal coated in accordance with ANSI/AWWA standard C104/A21.4 latest revision. The pipe shall be adapted for use with class 250 fittings for all sizes. Water main shall be colored blue in accordance with Florida State Statutes.

24.10. Ductile iron pipe for sewage force mains shall conform to ANSI/AWWA standard C151/A21.51 latest revision, "ductile iron pipe centrifugally cast in metal molds or sand-lined molds" with a minimum wall thickness of class 51 (pressure class 350) unless otherwise noted in the plans. Ductile iron pipe shall be interior ceramic epoxy lined and exterior coated with the manufacturer's coating system (Protecto 401 ceramic epoxy with a minimum dry film thickness of 40 mils and an outside coating of either coal tar epoxy or asphalt). Cement mortared linings are not appropriate for this application.

24.11. All pipe & fittings on the lift station sites shall be ductile iron conforming to the same specifications as above for sewage force mains except that flanged ductile iron pipe & fittings shall be used inside valve pits and wet wells. Flanged pipe and fittings shall conform to ANSI/AWWA C115/A21.15 latest revision and ANSI/AWWA C110/A21.10 latest revision. The following thickness classes shall be adhered to: 4" - 12" - class 52, 14" & larger - class 51.

24.12. PVC pressure pipe for sizes 4" through 12" and shall conform to ANSI/AWWA standard C900 latest revision. PVC pressure pipe shall be made from class 12454-a or class 12454-b virgin material and conform with the outside diameter of cast iron pipe with a minimum wall thickness of dr series 18. Ultra violet degradation or sun bleached pipe will be cause for rejection. Water main shall be colored blue in accordance with Florida State Statutes. Force main shall be impregnated with green pigment. Reuse main shall be impregnated with purple pigment.

24.13. Ductile iron fittings for water distribution mains shall conform to ANSI/AWWA standard C110/A21.10 latest revision. Fittings 4" and larger shall be cement lined and seal coated in accordance with ANSI/AWWA standard C104/A21.4 latest revision.

24.14. Where new asphalt meets existing asphalt, the existing asphalt shall be saw cut to provide a straight even line. Prior to removing curb or gutter, the adjacent asphalt shall be saw cut to provide a straight even line.

24.15. Internal asphalt paving constructed on existing sandy soils shall be constructed with a 12" subgrade, compacted to a minimum density of 98% maximum density as determined by AASHTO T-180. The compacted subgrade shall be constructed in the limits shown on the plans. All subgrade shall have an LBR of 40 unless otherwise noted.

24.16. Asphaltic concrete surface course shall be constructed to the limits shown on the plans. The surface course shall consist of the thickness and type asphaltic concrete as specified in the plans. All asphaltic concrete shall be in accordance with sections 320, 327, 330, 334, 336, 337, 338, 339 and 341 of the FDOT Standard Specifications.

24.17. Limerock base shall be prepared, compacted and graded and shall be in accordance with section 200 of the FDOT Standard Specifications. All limerock shall be compacted to 98% by AASHTO T-180 and have not less than 70% of carbonates of calcium and magnesium unless otherwise designated. The Engineer shall inspect the completed base course and the Contractor shall correct any deficiencies and clean the base course prior to the placement of the prime coat. A tack coat shall also be required if the Engineer finds that the primed base has become excessively rubbery or the prime coat has cured to the extent of losing bonding effect prior to placement of the asphaltic concrete surface course. The prime and tack coats shall be in accordance with section 300 of the FDOT Standard Specifications. All limerock base shall have an LBR of 100.

24.18. Limerock base material shall be placed in maximum 6" lifts. Bases greater than 6" shall be placed in two equal lifts. If, through field tests, the Contractor can demonstrate that the compaction equipment can achieve density for the full depth of a thicker lift, and if approved by the engineer, the base may be constructed in successive courses of not more than 8 inches (200 mm) compacted thickness.

24.19. Asphalt edges that are not curbed shall be saw cut to provide a straight even line to the dimensions shown on plans.

25. Service connection:

25.1. Service saddles shall be fusion bonded plastic coated ductile iron (ASTM A536) with stainless steel straps, saddles shall be double strap type.

25.2. Service lines shall be polyethylene (PE 3408), 200 p.s.i rated, DR9. Pipe joints shall be of the compression type totally confined grip seal and coupling nut.

25.3. Corporation stops shall be manufactured of brass alloy in accordance with ASTM B-62 with threaded ends, as manufactured by Ford ballcorp, catalog # 1100 or approved equal.

25.4. Curb stops shall be Ford v63-44w-x" latest revision or approved equal.

25.5. Meter stops shall be 90 degree locking type and shall be of bronze construction in accordance with FV63-777W" latest revision with ASTM B-62. Meter stops shall be closed bottom design and resilient "O" ring sealed against external leakage at the top. Stops shall be equipped with a meter coupling nut on the outlet sides, as manufactured by Ford or approved equal.

26. Installation:

26.1. PVC sewer pipe shall be laid in accordance with ASTM D 2321 and the Uni-Bell plastic pipe association's "recommended practice for the installation of PVC sewer pipe."

26.2. DIP shall be installed in accordance with ANSI/AWWA C-600-xx latest revision.

26.3. Pipe to manhole connection to be Fernco neoprene boot couplings with stainless steel accessories or approved equal.

26.4. Manholes shall be set plumb to line and grade on firm subgrade providing uniform bearing under the base.

26.5. All openings and joints shall be sealed watertight.

26.6. Two coats of Koppers 300-m, first red, second one black, shall be applied to the inside of all manholes and shall be applied in accordance with the manufacturer's specifications (16 mils per coat). Coating as required by utility owner or engineer shall be applied to the outside of the manhole. The interior coats shall be applied after sewer lamping of lines. After the application of each coat, the utility owner and engineer shall inspect the manholes. The inspection shall be scheduled a minimum of 48 hours prior to inspection.

26.7. Testing: Testing of gravity sewer mains and laterals shall be in accordance with the utility owner's minimum design and construction standards latest revision.

26.8. After construction of the sewer system, the engineer may require a visual infiltration and/or exfiltration test to be performed on the entire system or any part thereof.

26.9. An air test may be substituted for the water exfiltration test, upon approval of the engineer.

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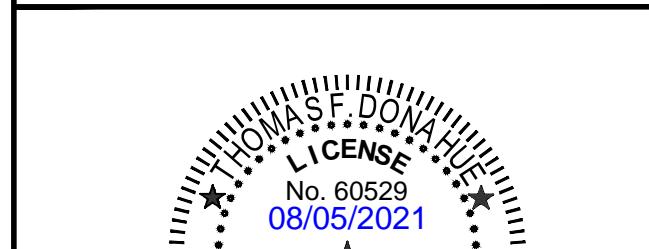
1	2	3	4	5
General Notes This construction project may or may not include all items covered by these notes and specifications, i.e. paving, grading, drainage lines, water lines, or sanitary sewer lines. See plans for detailed project scope. Notes and specifications on this sheet refer to paving, grading, drainage, water, and sanitary sewer, and are intended for this project's scope of work and for reference purposes for other work items that may be required due to unforeseen existing conditions or required remedial work.	<p>paving over such areas. This includes but is not limited to restoring original degree of compaction, moisture content, composition, stability, and intended slope. If paving will not take place the same day the base is exposed and reworked, the base shall be sealed according to the governing standards and specifications. Any additional work resulting from the contractor's failure to protect the exposed base as stated above in order to restore the original structural capacity shall be the contractor's cost.</p> <p>3.11. The contractor is to maintain existing signage during construction operations, in order to facilitate emergency vehicle traffic.</p> <p>3.12. The topographic survey included with this set of plans reflects pre-demolition conditions and does not reflect the site conditions after demolition. The contractor is fully and solely responsible in determining the required earthwork for the proposed development of the site. This includes, but is not limited to, any excavation/dredge and fill activities required at any phase of the project. The contractor shall use the final approved (released for construction) plans, surveys, geotechnical reports, and any other available information for determining the amount of excavation/dredging and filling required. Any quantities included in the approved permits were estimated by the engineer for purposes of obtaining the permit and under no circumstances shall be used by the contractor in lieu of performing their own earthwork calculations required for cost estimating and bidding the project.</p> <p>3.13. The contractor shall be responsible for reading and familiarizing themselves with any and all available geotechnical reports prepared by others and/or any recommendations written or implied by the geotechnical engineer for this project. The geotechnical conditions and recommendations outlined in these reports are in force and in full effect as part of the proposed improvements. The contractor is responsible for ensuring that all the work associated with this project is in compliance with the geotechnical engineer's recommendations. Keith and Associates, Inc. is not responsible for the suitability or unsuitability of the soils encountered. It is the contractor's responsibility to ensure that the means and methods of construction used can and will allow for the successful completion of the required site improvements.</p> <p>3.14. The contractor shall ensure that the available geotechnical information is sufficient for his complete understanding of the soil conditions for the site. If additional geotechnical investigation is required by the contractor, this additional work shall be considered incidental to the contract and no additional compensation shall be allowed.</p> <p>3.15. The contractor shall be responsible for the repair and restoration of existing pavement, pipes, conduits, sprinkler heads, cables, etc., and landscaped areas damaged as a result of the contractor's operations and/or those of his subcontractors and shall restore to its original condition or better at no additional cost.</p> <p>3.16. A trench safety system, if required, shall be designed by the excavation contractor utilizing a specialty engineer as required.</p> <p>3. Construction Notes:</p> <p>3.1. Contractor shall tie to existing grade by evenly sloping from closest proposed grade provided to existing grade at limits of construction, unless otherwise noted on the plans. If no limit of work line is indicated, slope to adjacent property line or right-of-way line, as applicable.</p> <p>3.2. Unless otherwise indicated on the plans, all existing manholes, catch basins, meters and other structures, whether indicated on the plans or not shall be adjusted to match the new grade, by the contractor.</p> <p>3.3. The curb shall be sloped to accommodate the new pavement, catch basin and grate, and the surface flow pattern.</p> <p>3.4. The contractor shall use care when cutting the existing asphalt pavement and during excavations, so that the existing catch basins and grates that are to remain will not be damaged.</p> <p>3.5. The contractor shall maintain the roadway slope when resurfacing the roadway. The edge of pavement shall match the new gutter lip per FDOT index 300.</p> <p>3.6. The new sidewalk shall be constructed in accordance with the given elevations and at the proper slopes depicted in the specifications, details and standards. Existing driveways and other features shall be matched when possible as directed by the Engineer of Record (EOR).</p> <p>3.7. Radii shown are to the edge of pavement.</p> <p>3.8. All bench mark monuments within the limits of construction shall be protected and referenced by the contractor in the same way as public land corners.</p> <p>3.9. All excess material is to be disposed by the contractor within 72 hours.</p> <p>3.10. In areas where the base is exposed by the milling operation, the contractor shall restore the base to its original thickness and structural capacity before</p>	<p>construction activity.</p> <p>4.4. Contractor to coordinate construction scheduling for connection to the existing water and sewer lines with the utility department that owns and/or maintains the water and sewer lines.</p> <p>4.5. Prior to the start of construction, the owner shall submit an NPDES construction general permit (CGP) "notice of intent (N.O.I.) to use Generic Permit for storm water discharge from construction activities form (DEP form 62-621.300(4)(b)) to FDEP notices center. The contractor will be responsible for (1) implementation of the storm water pollution prevention plan (SWPPP) that was required to be developed prior to NOI submittal, and (2) retention of records required by the permit, including retention of a copy of the SWPPP at the construction site from the date of project initiation to the date of final site stabilization. A "notice of termination (N.O.T.) of generic permit coverage" form (DEP form 62-621.300(6)) must be submitted to FDEP to discontinue permit coverage, subsequent to completion of construction. For additional information see FDEP website: http://www.dep.state.fl.us/water/storm_water/npdes.</p> <p>4.6. Prior to construction or installation, 5 sets of shop drawings shall be submitted for review as required for the following items listed below, but not limited to:</p> <ul style="list-style-type: none">• Drainage: Catch basins, manholes, headwalls, grates/ tops, yard drains.• Water: Fire hydrants, valves, backflow preventer, DDCV, meter box.• Sewer: Manholes, lift stations (wetwell, hatches, valves, pump data, electrical panel) <p>4.7. Catalogue literature shall be submitted for drainage, water and sewer pipes, fittings, and appurtenances.</p> <p>4.8. Prior to submitting shop drawings to the engineer, the contractor shall review and approve the drawings, and shall note in red for any deviations from the engineer's plans or specifications.</p> <p>4.9. Individual shop drawings for all precast structures are required. Catalogue literature will not be accepted for precast structures.</p> <p>4.10. Contractor to submit maintenance of traffic plan(s) in accordance with FDOT requirements, and submit for approval prior to beginning construction.</p> <p>5. Inspections / Testing:</p> <p>5.1. The contractor shall notify in writing the City, County, engineer of record, and any other governmental agencies having jurisdiction at least 48 hours prior to beginning construction and prior to required inspections of the following items, where applicable:</p> <ul style="list-style-type: none">• Clearing and earthwork• Storm drainage systems• Sanitary sewer systems• Water distribution systems• Subgrade• Limerock base• Asphalt or concrete pavement• Sidewalks, concrete flatwork/curbing• Landscaping• Pavement marking and signage• Signalization• Site lighting• Electrical and communication lines• Utility conduits• Irrigation• Final <p>5.2. The City, engineer, and jurisdictional permitting agencies may make inspections of the work at any time. The contractor shall cooperate fully with all inspections.</p> <p>5.3. Testing - all testing required by the plans and specifications shall be performed by a licensed / FDOT qualified testing company. Required test for asphalt and limerock shall be taken at the direction of the engineer or the jurisdictional governmental agency in accordance with the plans and specifications.</p> <p>5.4. Provide bench mark to the Contractor prior to construction.</p> <p>4. Preconstruction Responsibilities</p> <p>4.1. All utility / access easements to be secured prior to construction.</p> <p>4.2. No construction shall commence until the appropriate permits have been obtained from all municipal, State, County, and Federal agencies and a pre-construction meeting has been conducted.</p> <p>4.3. All required governmental agency building permits to be obtained by the contractor prior to any</p>	<p>6.4. Contractor shall construct and maintain temporary lighting as required to light the construction project limits at all times, to at least the same lighting intensity levels as the existing conditions.</p> <p>6.5. The contractor shall maintain access to adjacent properties at all times.</p> <p>7. Project Progress and Closeout</p> <p>7.1. During construction, the project site and all adjacent areas shall be maintained in a neat and clean manner, and upon final clean-up, the project site shall be left clear of all surplus material or trash. The paved areas shall be broom swept clean.</p> <p>7.2. The contractor shall restore or replace any public or private property (such as highway, driveway, walkway, and landscaping) damaged by his work, equipment, or employees, to a condition at least equal to that existing immediately prior to the beginning of construction. Suitable materials and methods shall be used for such restoration.</p> <p>7.3. Material or debris shall be hauled in accordance with NPDES permit and jurisdictional laws.</p> <p>7.4. All land survey property monuments or permanent reference markers, removed or destroyed by the contractor during construction shall be restored by a State of Florida registered land surveyor at the contractor's expense.</p> <p>7.5. All unpaved surfaces disturbed as a result of construction activities shall be graded, sodded, & restored to a condition equal to or better than that which existed before the construction.</p> <p>8. Project record documents:</p> <p>8.1. During the daily progress of the job, the contractor shall record on his set of construction drawings the location, length, material and elevation of any facility not built according to plans. This copy of the "as-built" shall be submitted to engineer for project record.</p> <p>8.2. Upon completion of drainage improvements and limerock base construction (at least 48 hours before placing asphalt pavement) the contractor shall furnish the engineer of record "as-built" plans for these improvements, showing the locations and pertinent grades of all drainage installations and the finished rock grades of the road crown and edges of pavement at 50 foot intervals, including locations and elevations of all high and low points and a copy shall forward to the City Project Manager.</p> <p>8.3. Upon completion of construction, and prior to final acceptance, the contractor shall submit to the engineer of record one complete set of all "as-built" contract drawings. These drawings shall be marked to show "as-built" construction changes, dimensions, locations, and elevations of all improvements.</p> <p>8.4. "As-built" drawings of water lines and force mains shall include the following information:</p> <ul style="list-style-type: none">8.4.1. Top of pipe elevations every 100 LF.8.4.2. Locations and elevations of all fittings including bends, tees, gate valves, double detector check valves, fire hydrants, and appurtenances.8.4.3. All connections to existing lines.8.4.4. Ends of all water services at the buildings where the water service terminates. <p>8.5. "As-built" drawings of gravity sanitary sewer lines shall include the following information:</p> <ul style="list-style-type: none">8.5.1. Rim elevations, invert elevations, length of piping between structures, and slopes.8.5.2. The stub ends and cleanouts of all sewer laterals shall be located horizontally and vertically. <p>8.6. "As-built" drawings of all drainage lines shall include the following information:</p> <ul style="list-style-type: none">8.6.1. Rim elevation, invert elevation, length of piping between structures, and control structure elevations if applicable.8.6.2. The size of the lines.8.6.3. Drainage well structure shall include, but not be limited to, top of casing elevation, top and bottom elevations of the structure and baffle walls, rim elevations and pipe inverts. <p>8.7. "As-built" drawings of construction areas shall include the following:</p> <ul style="list-style-type: none">8.7.1. Rock elevations at all high, and low points, and at enough intermediate points to confirm slope consistency.8.7.2. Rock elevations and concrete base elevations shall be taken at all locations where there is a finish grade elevation shown on the design plans.8.7.3. All catch basin and manhole rim elevations.8.7.4. Finish grade elevations in island areas. <p>8.7.5. "As-built" elevations shall be taken on all paved and unpaved swales, at enough intermediate points to confirm slope consistency and conformance to the plan details.</p> <p>8.7.6. Lake and canal bank "as-built" drawings shall</p> <p>4. Contractor shall construct and maintain temporary lighting as required to light the construction project limits at all times, to at least the same lighting intensity levels as the existing conditions.</p> <p>5. The contractor shall maintain access to adjacent properties at all times.</p> <p>6. include a key sheet of the lake for the location of cross sections. Lake and canal bank cross sections shall be plotted at a minimum of every 100 ft, unless otherwise specified. "as-built" drawings shall consist of the location and elevation of the top of bank, edge of water, and the deep cut line, with the distance between each shown on the drawing.</p> <p>7.7. Retention area "as-built" elevations shall be taken at the bottom of the retention area and at the top of bank. If there are contours indicated on the design plans, then they shall be included in "as-built" drawings as well.</p> <p>8.8. Upon completion of the work, the contractor shall prepare "as-built" drawings on full size, 24" x 36" sheets. All "as-built" information shall be put on the latest engineering drawings. Eight (8) sets of blue or black line drawings shall be submitted. These drawings shall be signed and sealed by a Florida registered land surveyor.</p> <p>8.9. An electronic copy of these "as-built" drawings shall be submitted to the engineer of record in AutoCAD, version 2008 or later.</p> <p>9. Utility Notes</p> <p>9.1. Contractor is responsible for utility verification prior to fabrication.</p> <p>9.2. The contractor is advised that properties adjacent to the project have electric, telephone, gas, water and/or sewer service laterals which may not be shown in plans. The contractor must request the location of these lateral services from the utility companies.</p> <p>9.3. The contractor shall use hand digging when excavating near existing utilities. Extreme caution shall be exercised by the contractor while excavating, installing, backfilling or compacting around the utilities.</p> <p>9.4. The contractor shall notify and obtain an underground clearance from all utility companies and governmental agencies at least 48 hours prior to beginning any construction. The contractor shall obtain a Sunshine811.com Certification clearance number and field markings at least 48 hours prior to beginning any excavation.</p> <p>9.5. Prior to commencement of any excavation, the contractor shall comply with Florida statute 553.851 for the protection of underground gas pipelines.</p> <p>9.6. For street excavation or closing or for alteration of access to public or private property, the contractor shall notify:</p> <ul style="list-style-type: none">• Roadway jurisdictional engineering / public works authority.• County transit authority• School board transportation authority• Jurisdictional fire department dispatch• Jurisdictional police department(s) <p>9.7. Upon completion of construction, and prior to final acceptance, the contractor shall submit to the engineer of record one complete set of all "as-built" contract drawings. These drawings shall be marked to show "as-built" construction changes, dimensions, locations, and elevations of all improvements.</p> <p>9.8. "As-built" drawings of water lines and force mains shall include the following information:</p> <ul style="list-style-type: none">9.8.1. Top of pipe elevations every 100 LF.9.8.2. Locations and elevations of all fittings including bends, tees, gate valves, double detector check valves, fire hydrants, and appurtenances.9.8.3. All connections to existing lines.9.8.4. Ends of all water services at the buildings where the water service terminates. <p>9.9. "As-built" drawings of gravity sanitary sewer lines shall include the following information:</p> <ul style="list-style-type: none">9.9.1. Rim elevations, invert elevations, length of piping between structures, and slopes.9.9.2. The stub ends and cleanouts of all sewer laterals shall be located horizontally and vertically. <p>9.10. "As-built" drawings of all drainage lines shall include the following information:</p> <ul style="list-style-type: none">9.10.1. Rim elevation, invert elevation, length of piping between structures, and control structure elevations if applicable.9.10.2. The size of the lines.9.10.3. Drainage well structure shall include, but not be limited to, top of casing elevation, top and bottom elevations of the structure and baffle walls, rim elevations and pipe inverts. <p>9.11. "As-built" drawings of construction areas shall include the following:</p> <ul style="list-style-type: none">9.11.1. Rock elevations at all high, and low points, and at enough intermediate points to confirm slope consistency.9.11.2. Rock elevations and concrete base elevations shall be taken at all locations where there is a finish grade elevation shown on the design plans.9.11.3. All catch basin and manhole rim elevations.9.11.4. Finish grade elevations in island areas. <p>9.12. Contractor shall coordinate the work with other contractors in the area and any other underground utility companies required. The contractor shall coordinate relocation of all existing utilities with applicable utility companies.</p> <p>10. Signing and Pavement Markings</p> <p>10.1. All signing and pavement markings installed as part of these plans shall conform to the Federal highway administration (FHWA) "manual on uniform traffic control devices" (MUTCD), County Traffic Design Standards and FDOT design standards as a minimum criteria.</p> <p>10.2. Match existing pavement markings at the limits of construction.</p> <p>10.3. Removal of the existing pavement markings shall be accomplished by water blasting or other approved</p>	<p>5. methods determined by the engineer.</p> <p>6. Incorrectly placed paint or thermoplastic pavement markings over friction course will be removed by milling and replacing the friction course a minimum width of 18 in at the contractor's expense. The engineer may approve an alternative method if it can be demonstrated to completely remove the markings without damaging the asphalt.</p> <p>7. Place all retro-reflective pavement markers in accordance with standard index 17352 and / or as shown in the plans.</p> <p>8. Caution should be exercised while relocating existing signs to prevent unnecessary damage to signs. If the sign is damaged beyond use, as determined by the engineer, signs shall be replaced by the contractor at his expense.</p> <p>9. All existing signs that conflict with construction operations shall be covered, removed, stockpiled, and relocated by the contractor. Sign removal shall be directed by the engineer.</p> <p>10. Relocated sign support system must meet the current design standard.</p> <p>11. The contractor shall provide an inventory of existing signs to remain or to be relocated prior to starting the job and forward this list to the engineer. Contractor shall notify City Project Manager if there are any missing or damage signs that the plans show to remain or to be relocated.</p> <p>12. All roadway pavement markings shall be thermoplastic in accordance with FDOT specifications section 711.</p> <p>13. Hand dig the first four feet of sign foundation.</p> <p>14. All signs shall meet all of the following:</p> <ul style="list-style-type: none">• Meet the criteria outlined in Section 2A.08 of the 2009 MUTCD• Meet the specifications outlined in Section 700 and 994 of the latest FDOT Standard Specifications.• Consist of materials certified to meet the retroreflective sheeting requirements outlined in the current version of ASTM D4956 for type-XI retroreflective sheeting materials made with prisms, except for school zone and pedestrian signs which shall be comprised of retroreflective fluorescent yellow-green sheeting certified to meet ASTM D4956 Type IV retroreflective sheeting materials.• Consist of retroreflective sheeting materials that have a valid FDOT Approved Product List (APL) certification for specification 700 Highway Signing for FDOT sheeting Type XI (or type IV for school and pedestrian signs). <p>15. Patch attachment hardware, such as countersunk screws or rivet heads, with retro reflective buttons that match the color and sheeting material of the finished sign panel including the background, legend or border.</p> <p>16. Ensure the outside corner of sign is concentric with border. Ensure white borders are mounted parallel to the edge of the sign. Ensure black borders are recessed from the edge of the sign.</p> <p>17. Layout permanent final striping that leaves no visible marks at time of final acceptance</p> <p>18. The contractor shall provide temporary (painted) pavement marking during asphaltic pavement curing period.</p>
D	1. Specific Site Notes	2. Applicable Codes	3. Construction Notes:	4. Preconstruction Responsibilities
C				
B				
A				

KEITH
301 East Atlantic Boulevard
Pompano Beach, FL 33060
PH: (954) 788-3400
Florida Certificate of Authorization # - 7928
BID / CONTRACT NO. :
REVISIONS
NO. DESCRIPTION DATE

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

DELRAY BEACH
SEABOARD AIRLINE RAILWAY STATION RESTORATION PROJECT
80 DEPOT AVE DELRAY BEACH

SCALE: AS NOTED
DATE ISSUED: AUGUST 6, 2021
DRAWN BY: FA/NW/AM
DESIGNED BY: JW
CHECKED BY: TD

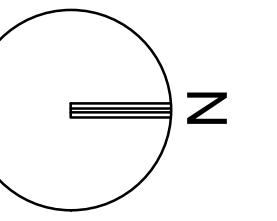

THOMAS F. DONAHUE, P.E.
FLORIDA REG. NO. 60529
(FOR THE FIRM)

SHEET TITLE
GENERAL NOTES
SHEET NUMBER
GI-003

ANY TREES OR SHRUBS PLACED WITHIN WATER, SEWER OR DRAINAGE EASEMENTS SHALL CONFORM TO THE CITY OF DELRAY BEACH STANDARD DETAILS; LD 1.1 & LD 1.2.
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GRAPHIC SCALE

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SCALE: 1"=30'
NOTE: PRINTED DRAWING SIZE MAY HAVE
CHANGED FROM ORIGINAL. VERIFY SCALE
USING BAR SCALE ABOVE.

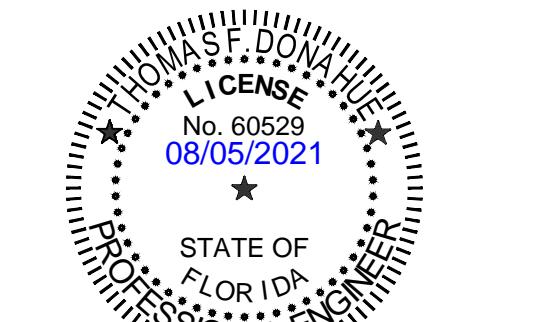
BID / CONTRACT NO.:		
REVISIONS		
NO.	DESCRIPTION	DATE

PRELIMINARY PLAN
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THESE PLANS ARE NOT FULLY PERMITTED
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DELRAY BEACH SEABOARD AIRLINE RAILWAY STATION RESTORATION PROJECT

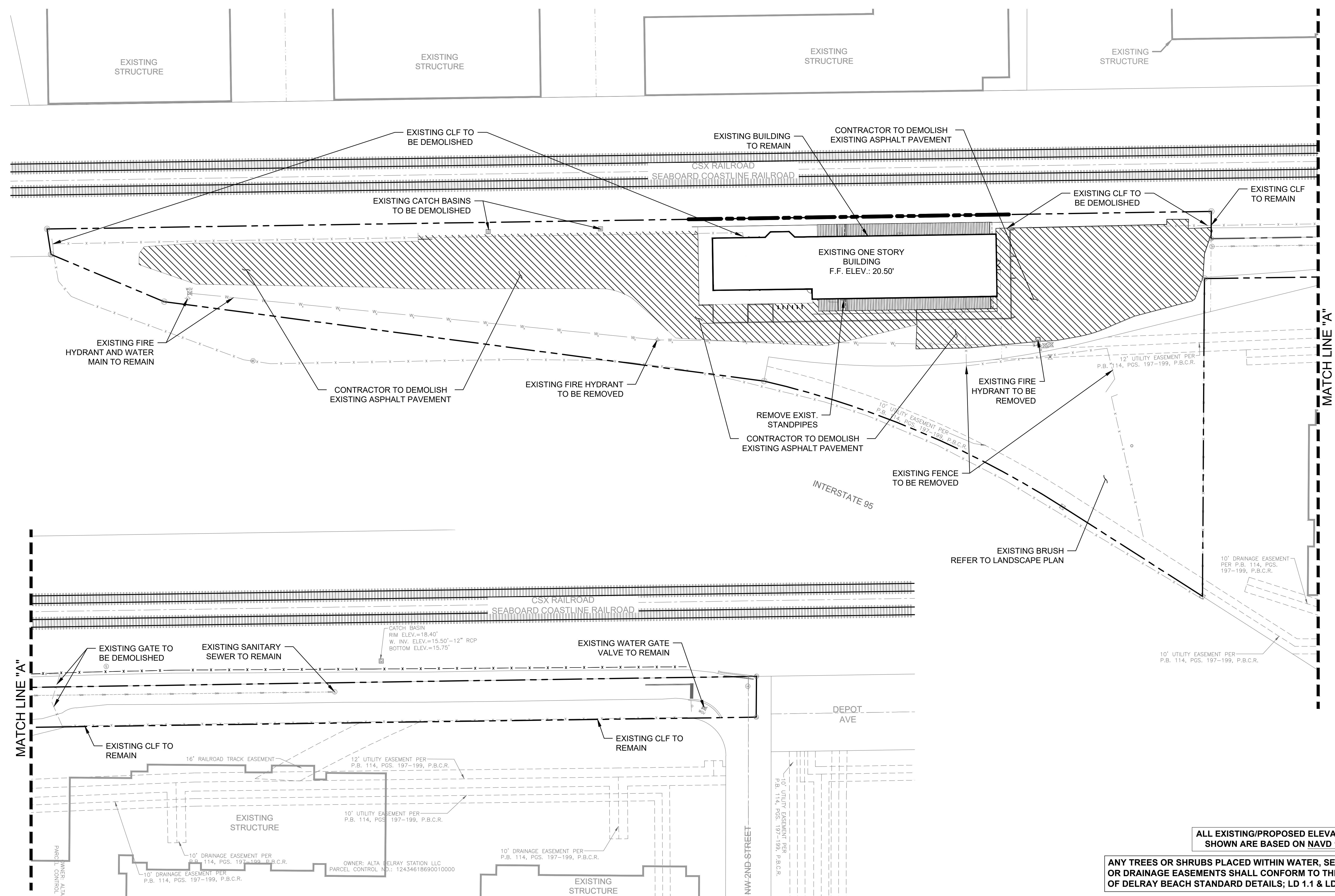
80 DEPOT AVE
DELRAY BEACH

SCALE: AS NOTED
DATE ISSUED: AUGUST 6, 2021
DRAWN BY: FA/NW/AM
DESIGNED BY: JW
CHECKED BY: TD



SHEET TITLE
DEMOLITION PLAN

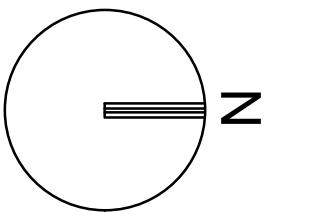
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CD-101
PROJECT NO. 09515.02
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GRAPHIC SCALE

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SCALE: 1"=30'



NOTE: PRINTED DRAWING SIZE MAY HAVE
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Pompano Beach, FL 33060

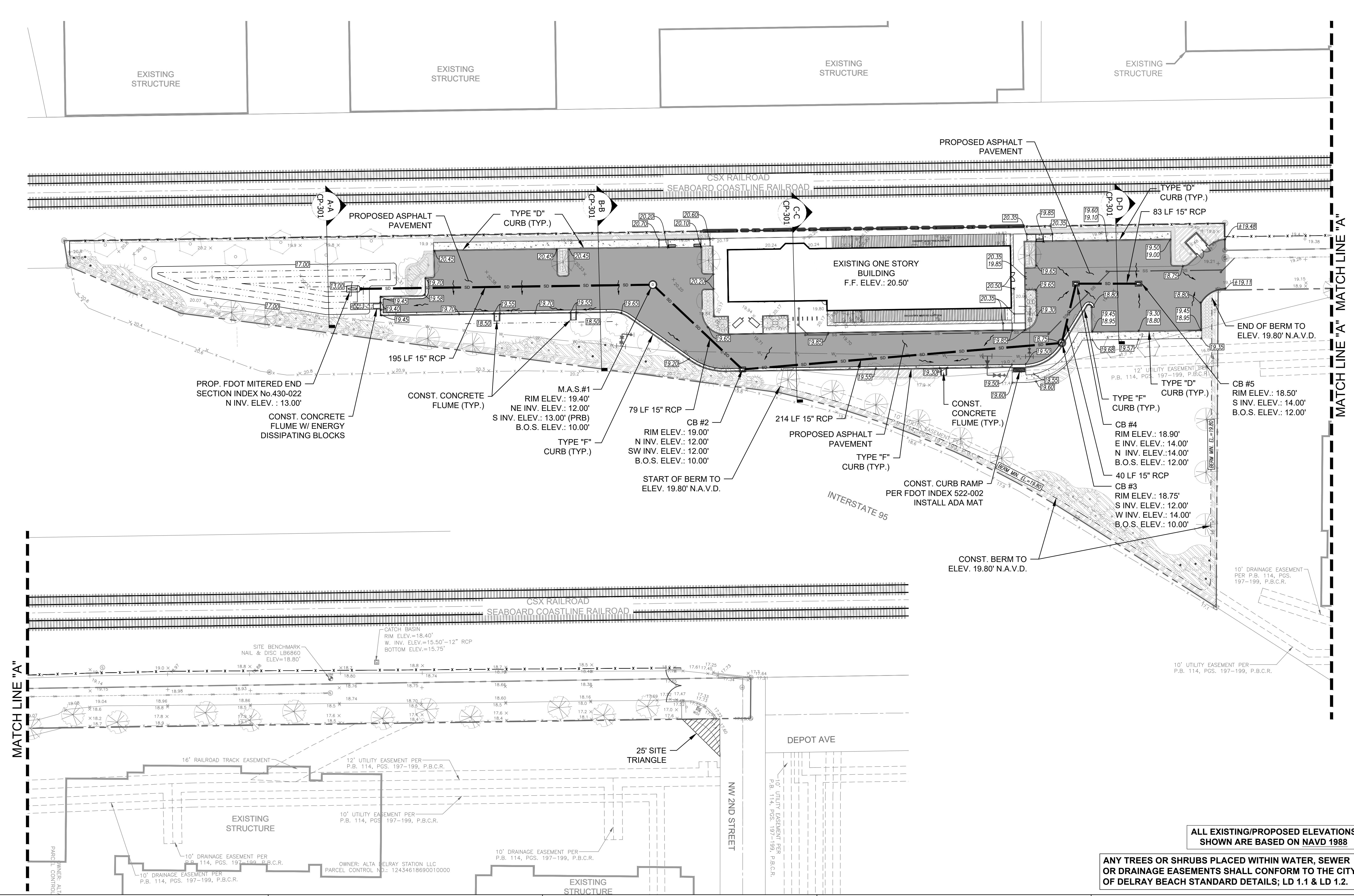
PH: (954) 788-3400

Florida Certificate of
Authorization # - 7928

BID / CONTRACT NO.:

REVISIONS

NO.	DESCRIPTION	DATE
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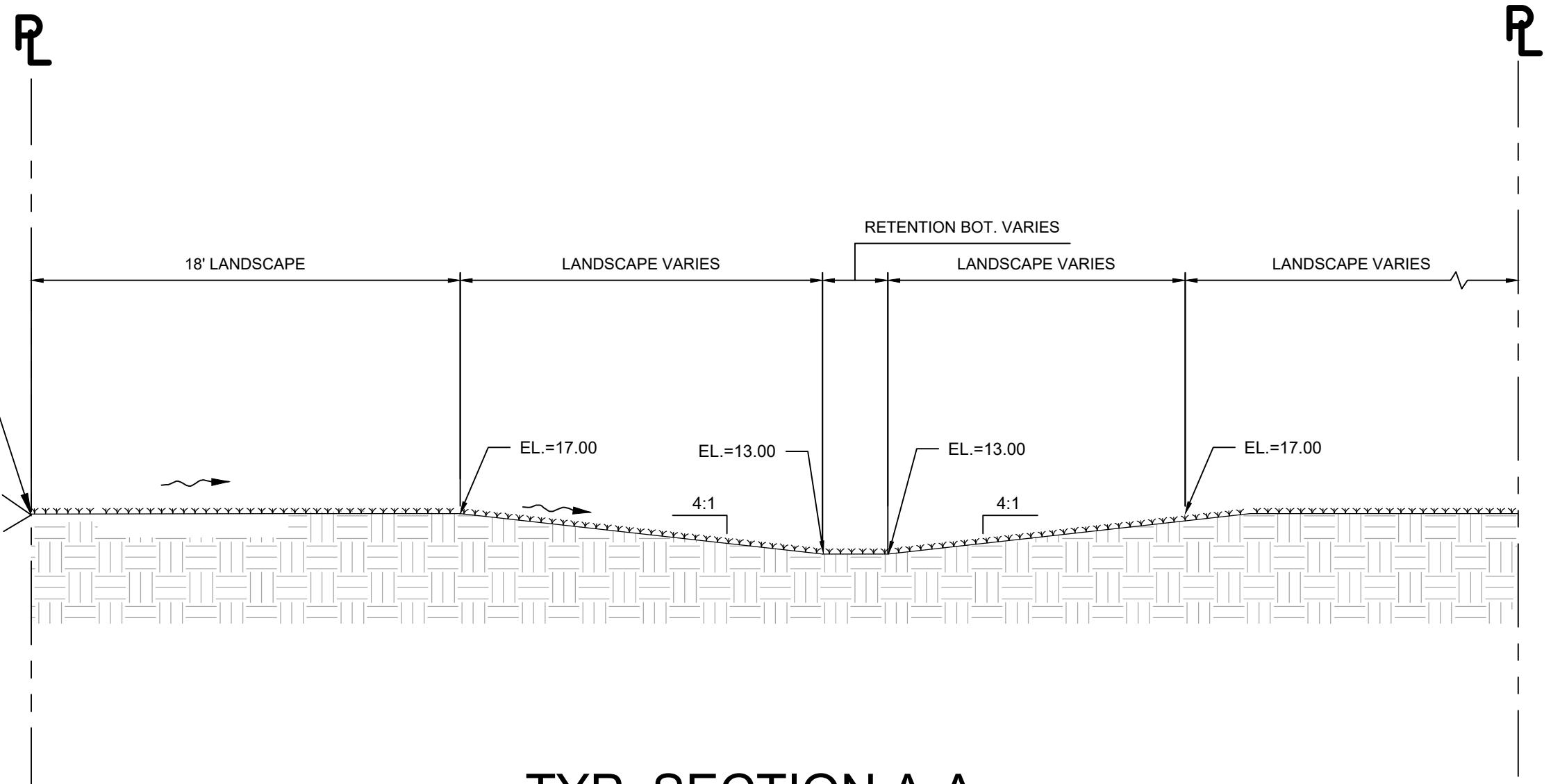
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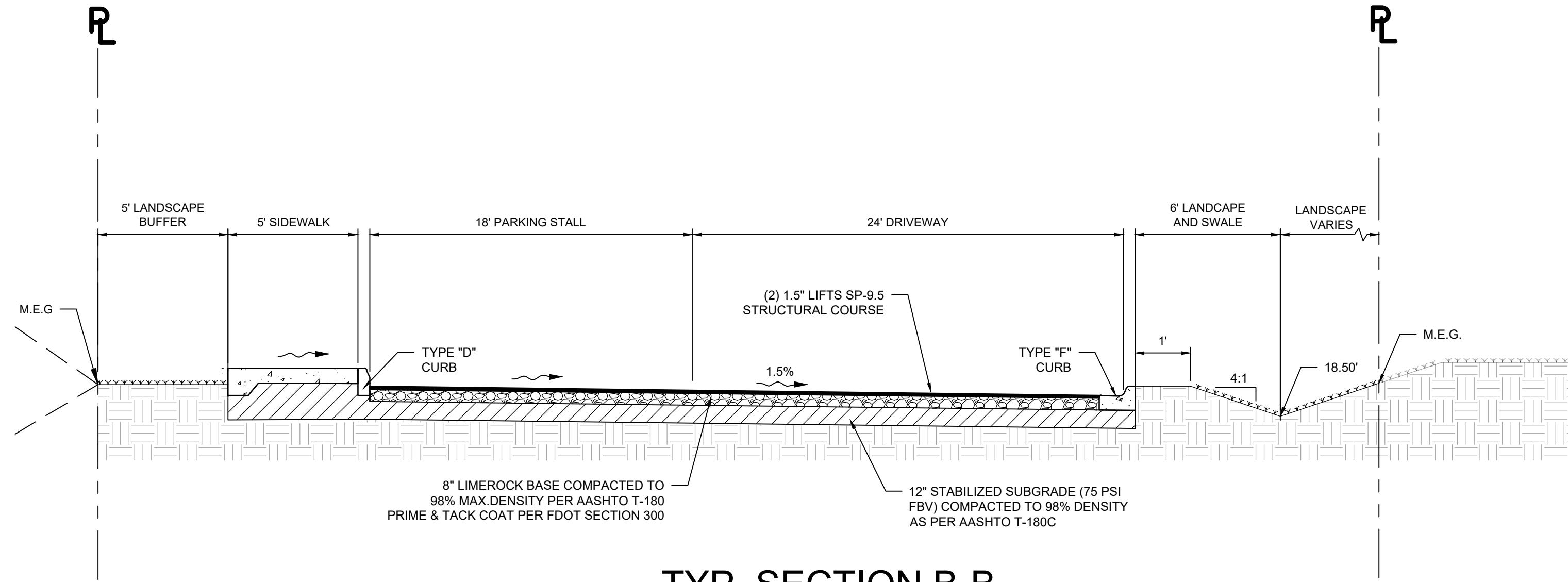
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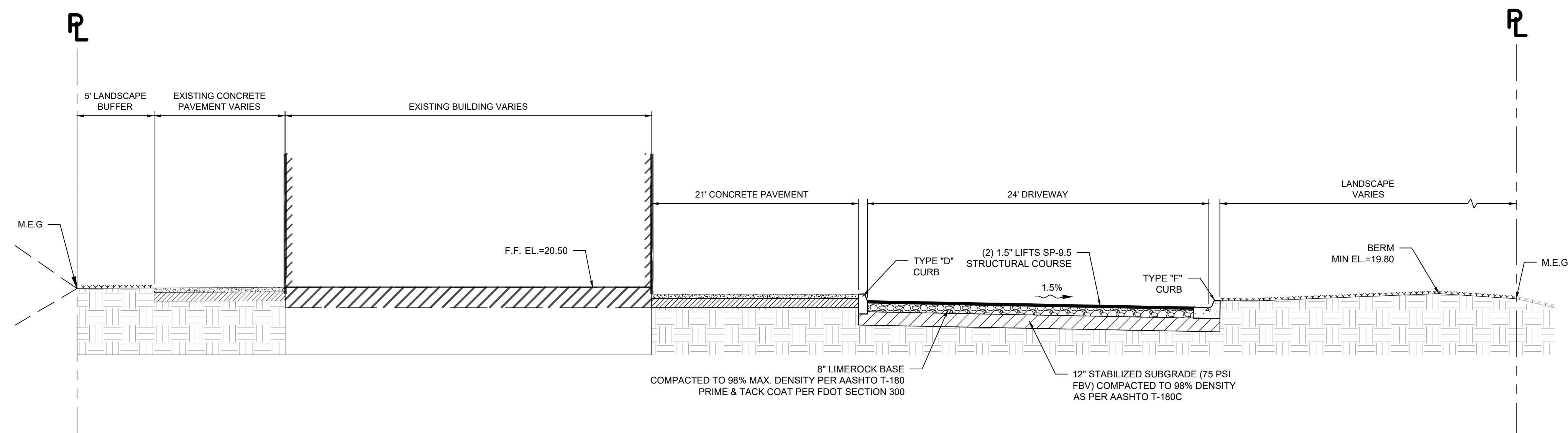
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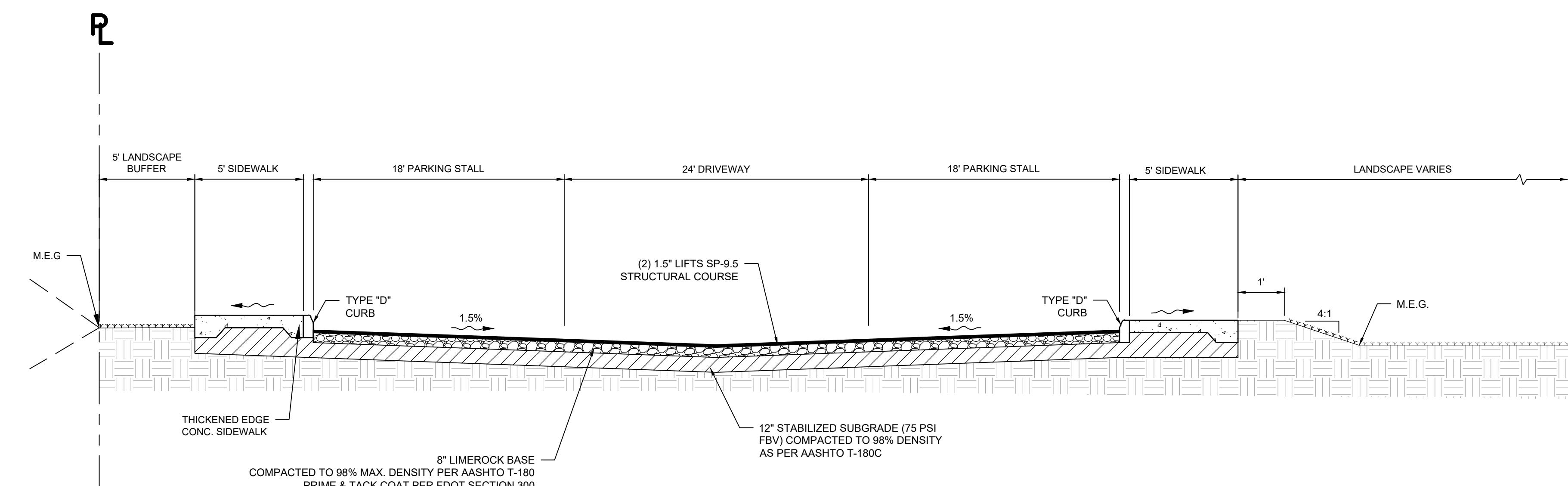
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TYP. SECTION C-C

N.T.S.



TYP. SECTION D-D

N.T.S.

ALL EXISTING/PROPOSED ELEVATIONS
SHOWN ARE BASED ON NAVD 1988ANY TREES OR SHRUBS PLACED WITHIN WATER, SEWER
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OF DELRAY BEACH STANDARD DETAILS; LD 1.1 & LD 1.2.

301 East Atlantic Boulevard
Pompano Beach, FL 33060

PH: (954) 788-3400

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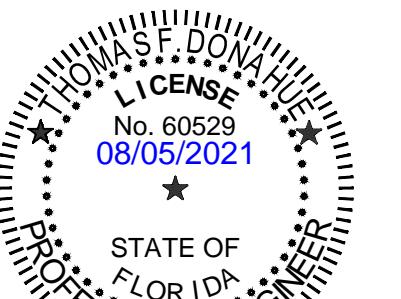
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DELRAY BEACH SEABOARD AIRLINE RAILWAY STATION RESTORATION PROJECT

80 DEPOT AVE
DELRAY BEACH

SCALE: AS NOTED
DATE ISSUED: AUGUST 6, 2021
DRAWN BY: FA/NW/AM
DESIGNED BY: JW
CHECKED BY: TD



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

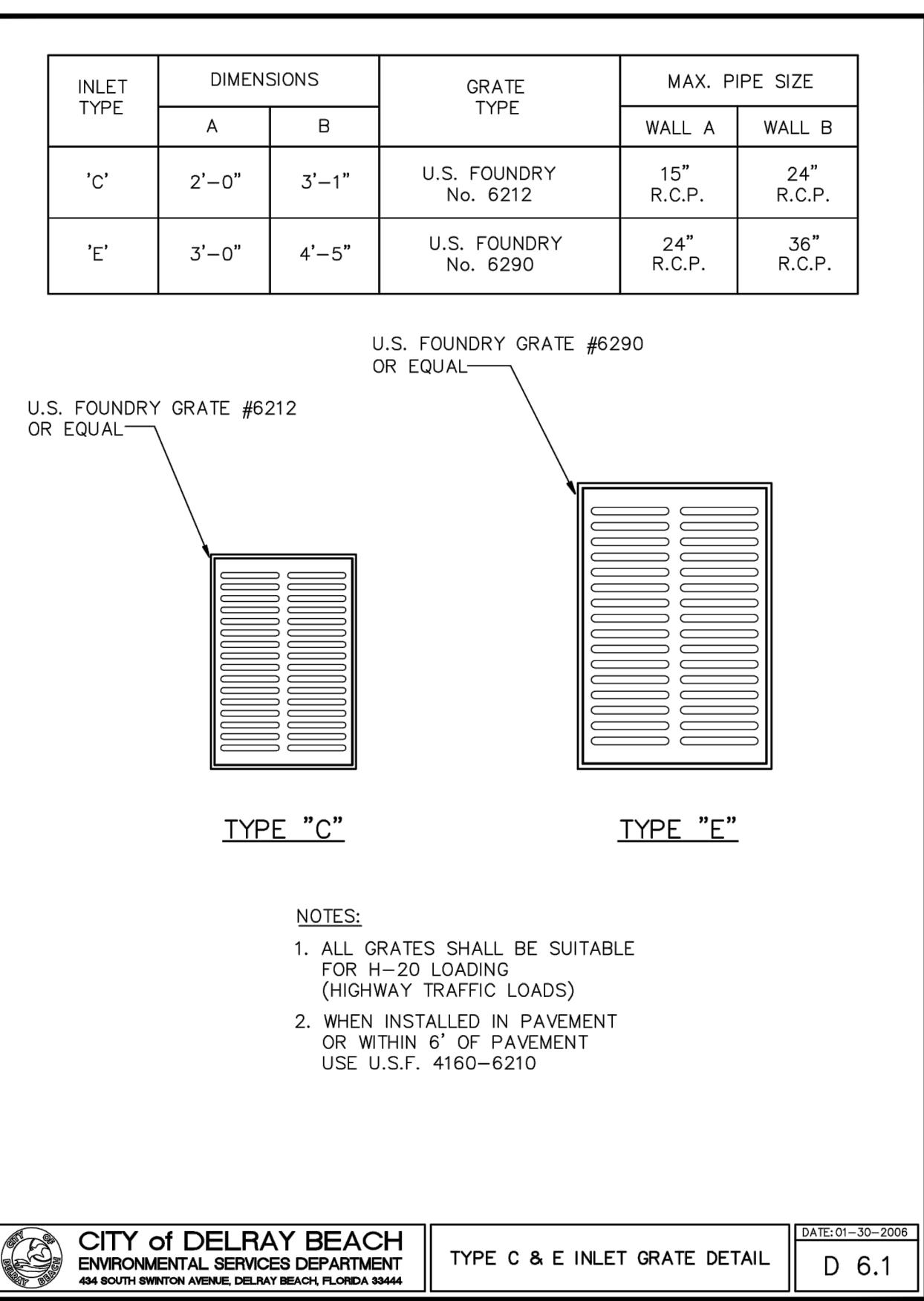
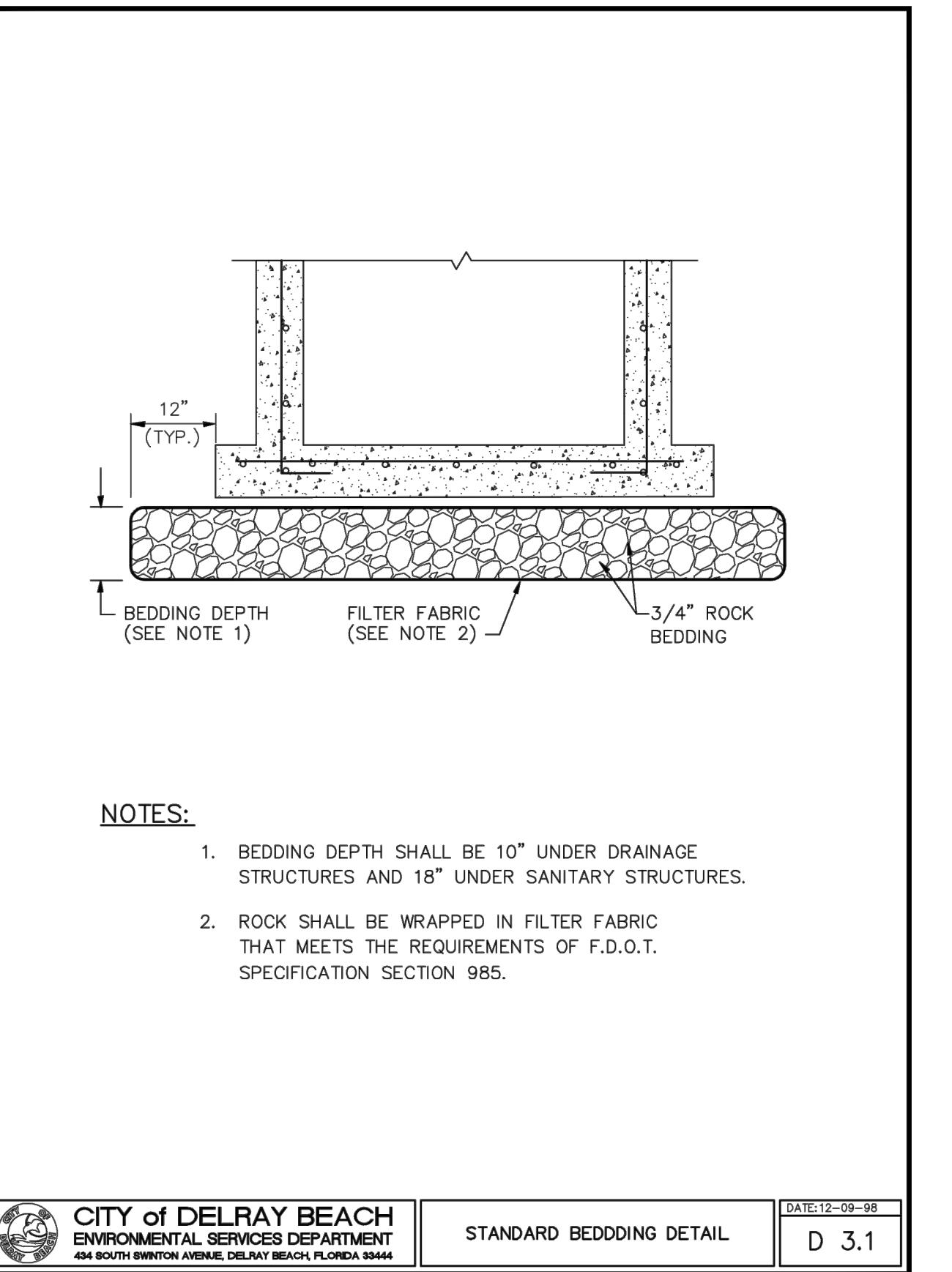
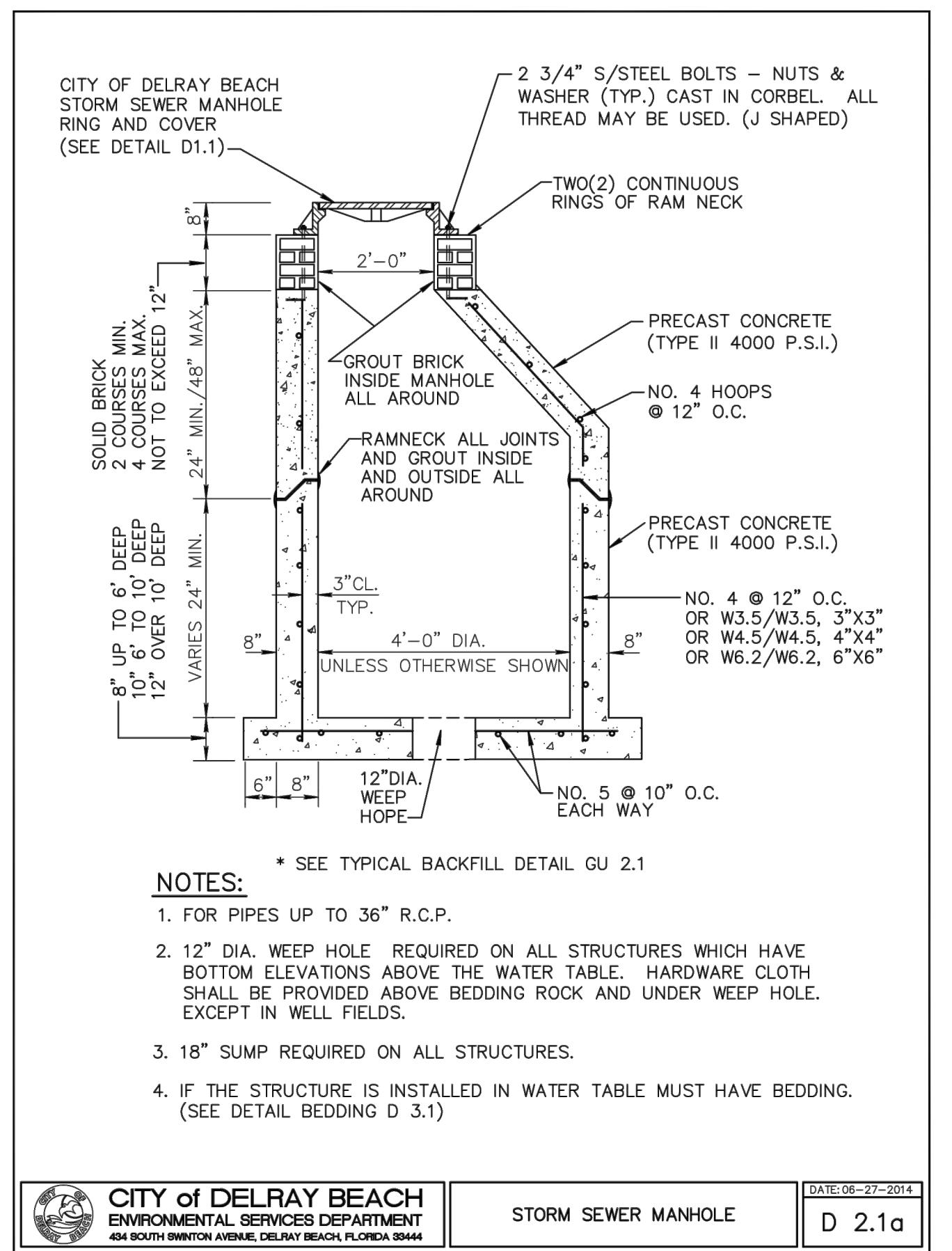
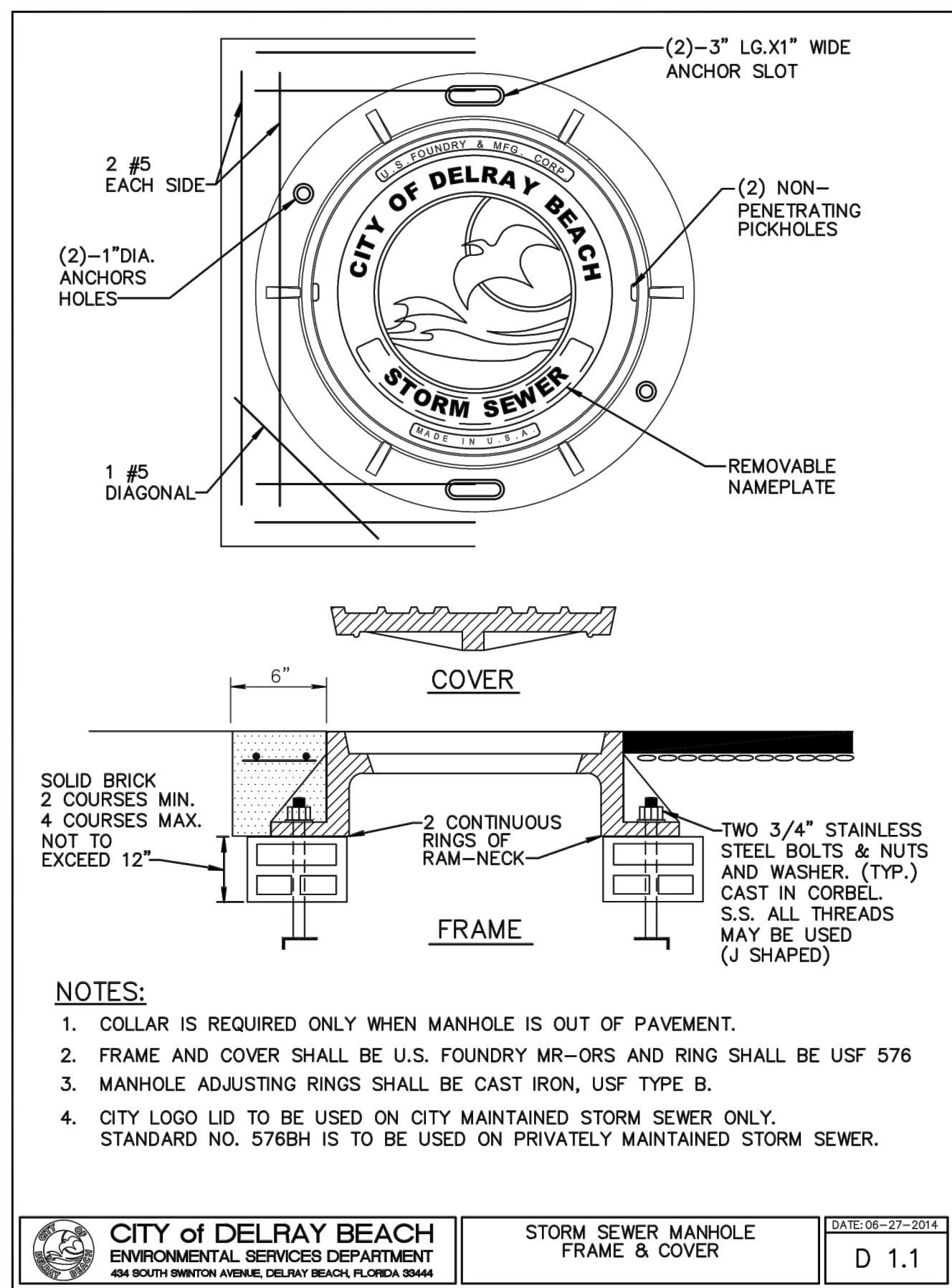
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PAVING, GRADING, &
DRAINAGE SECTIONS

SHEET NUMBER

CP-301

PROJECT NO. 09515.02



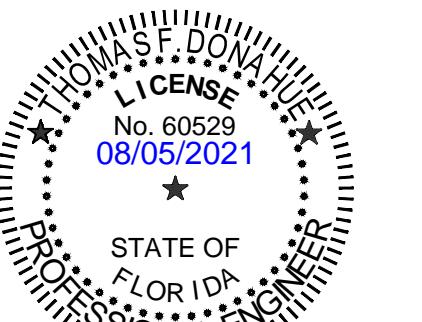
DELRAY BEACH

SEABOARD AIRLINE RAILWAY STATION RESTORATION PROJECT

30 DEPOT AVE
DELRAY BEACH

SCALE:	AS NOTED	Plotted by: fasciunlar
DATE ISSUED:	AUGUST 6, 2021	
DRAWN BY:	FA/NW/AM	
DESIGNED BY:	JW	
CHECKED BY:	TD	

UNITED
2021
//AM
IW



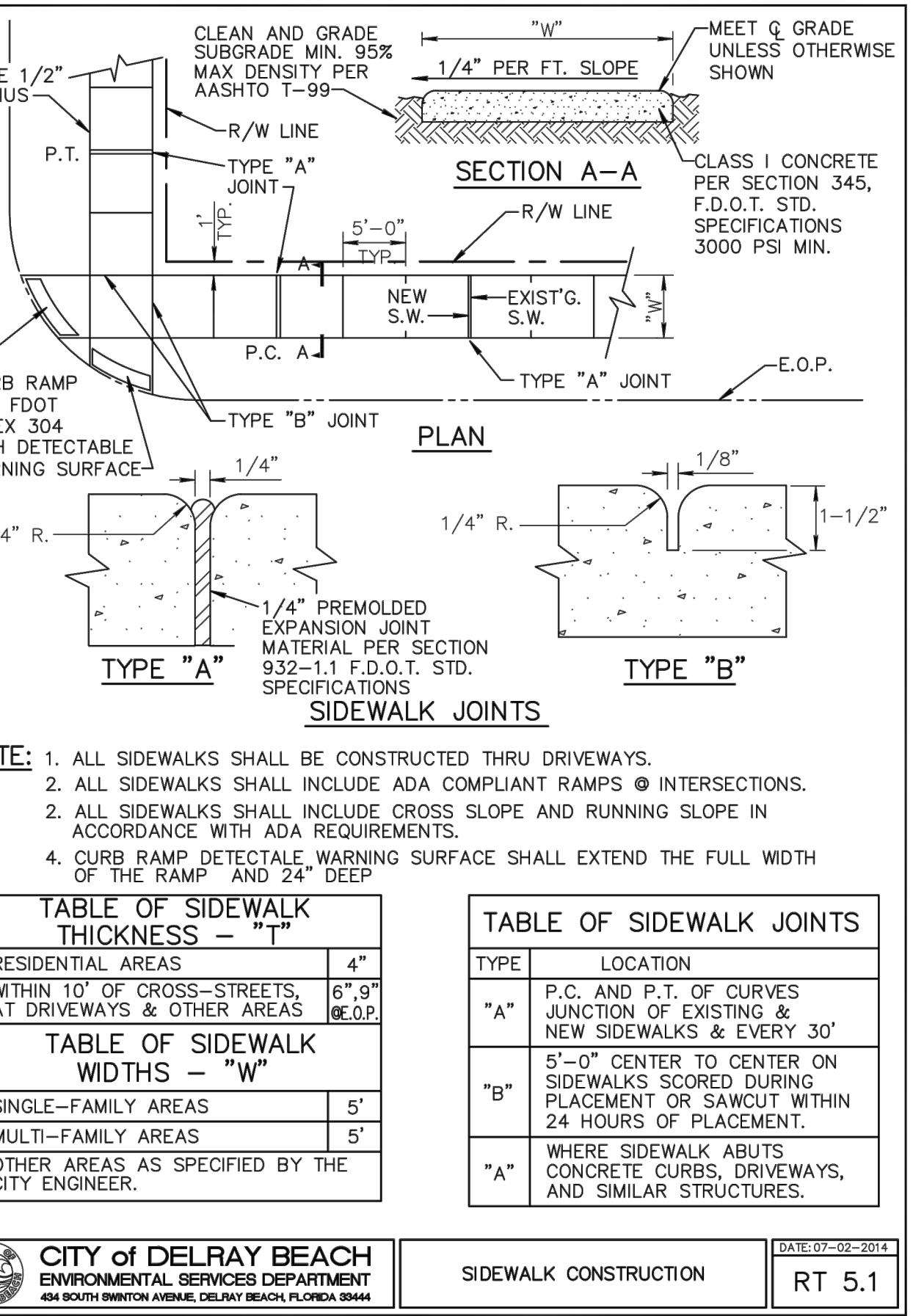
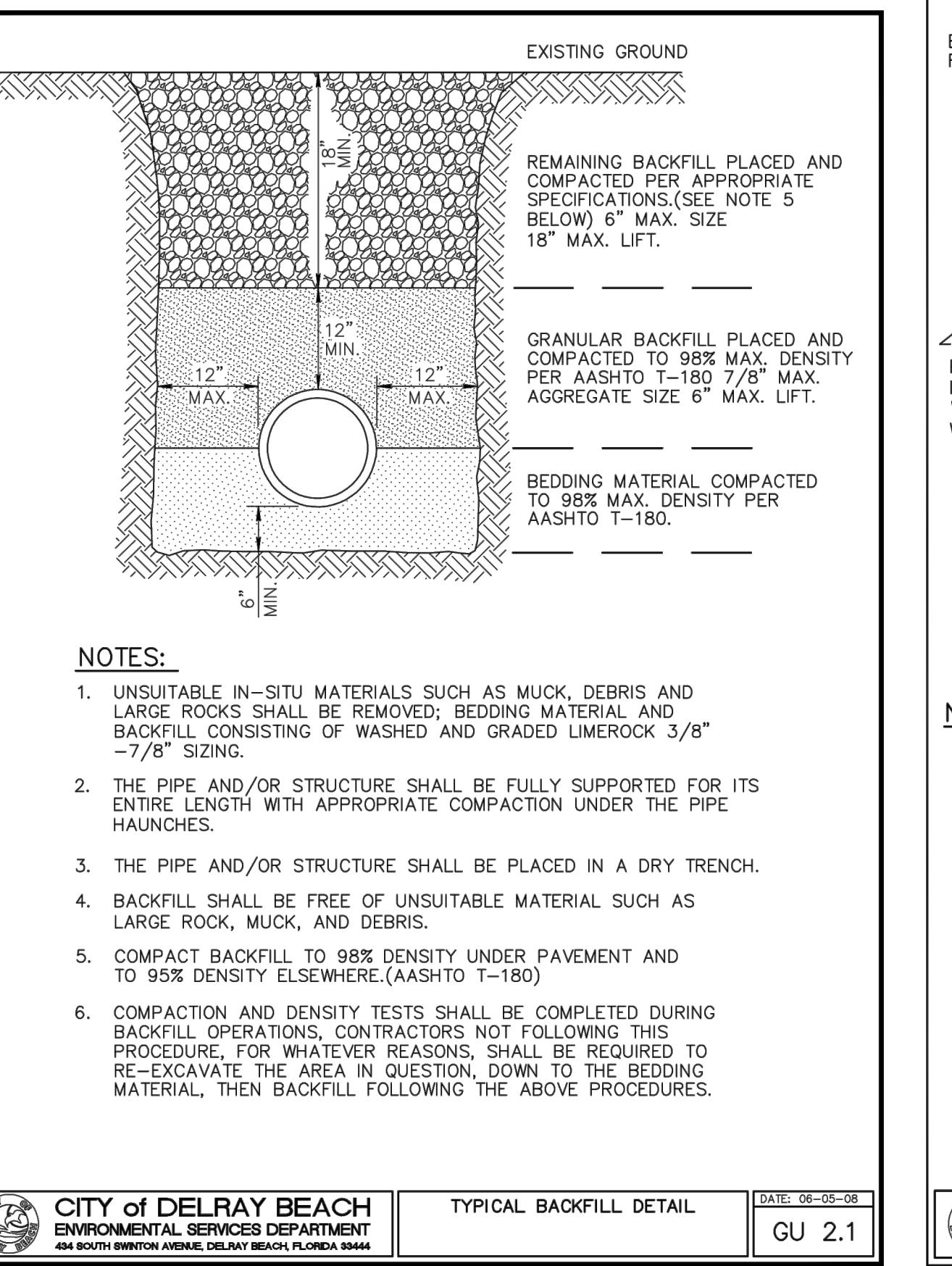
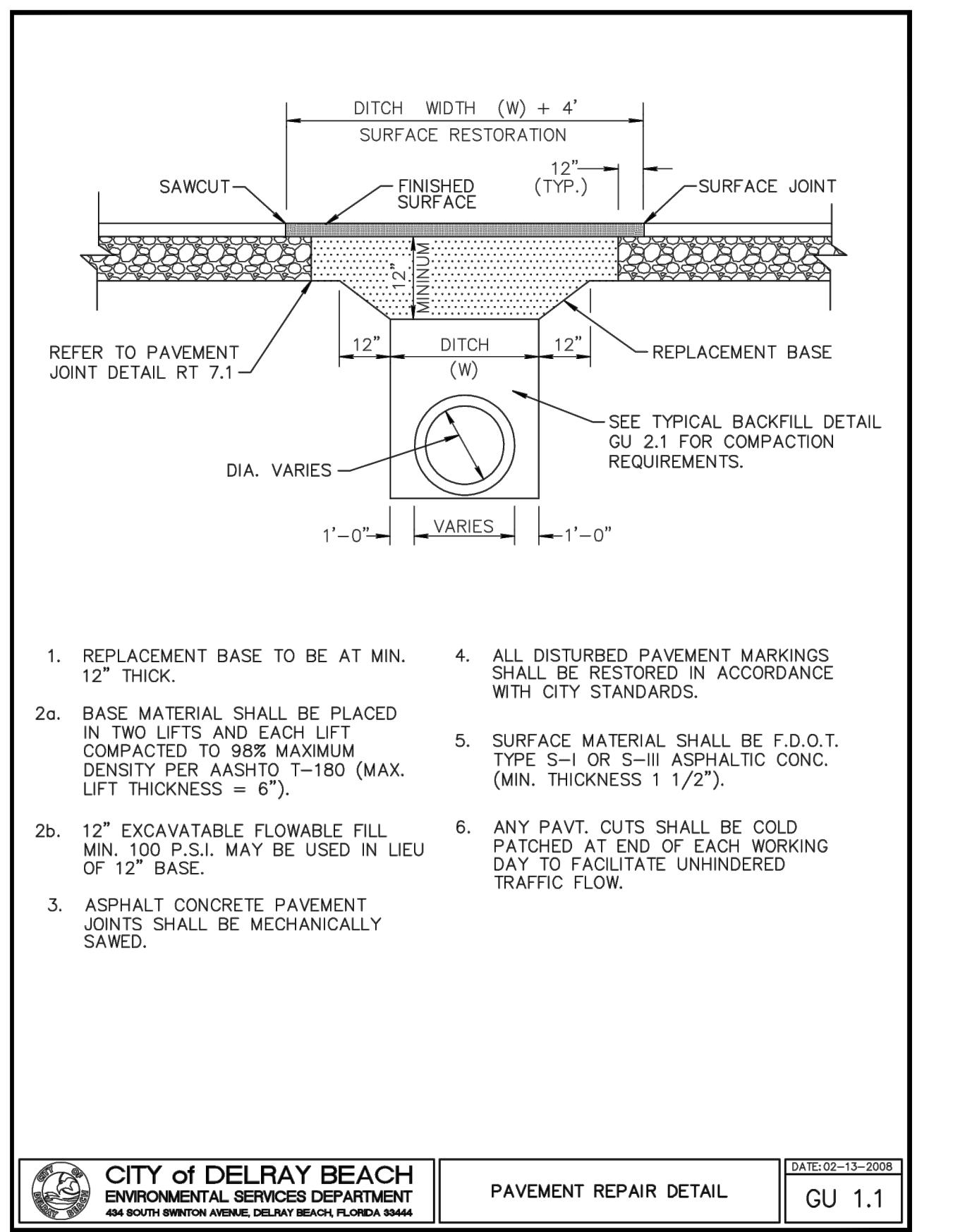
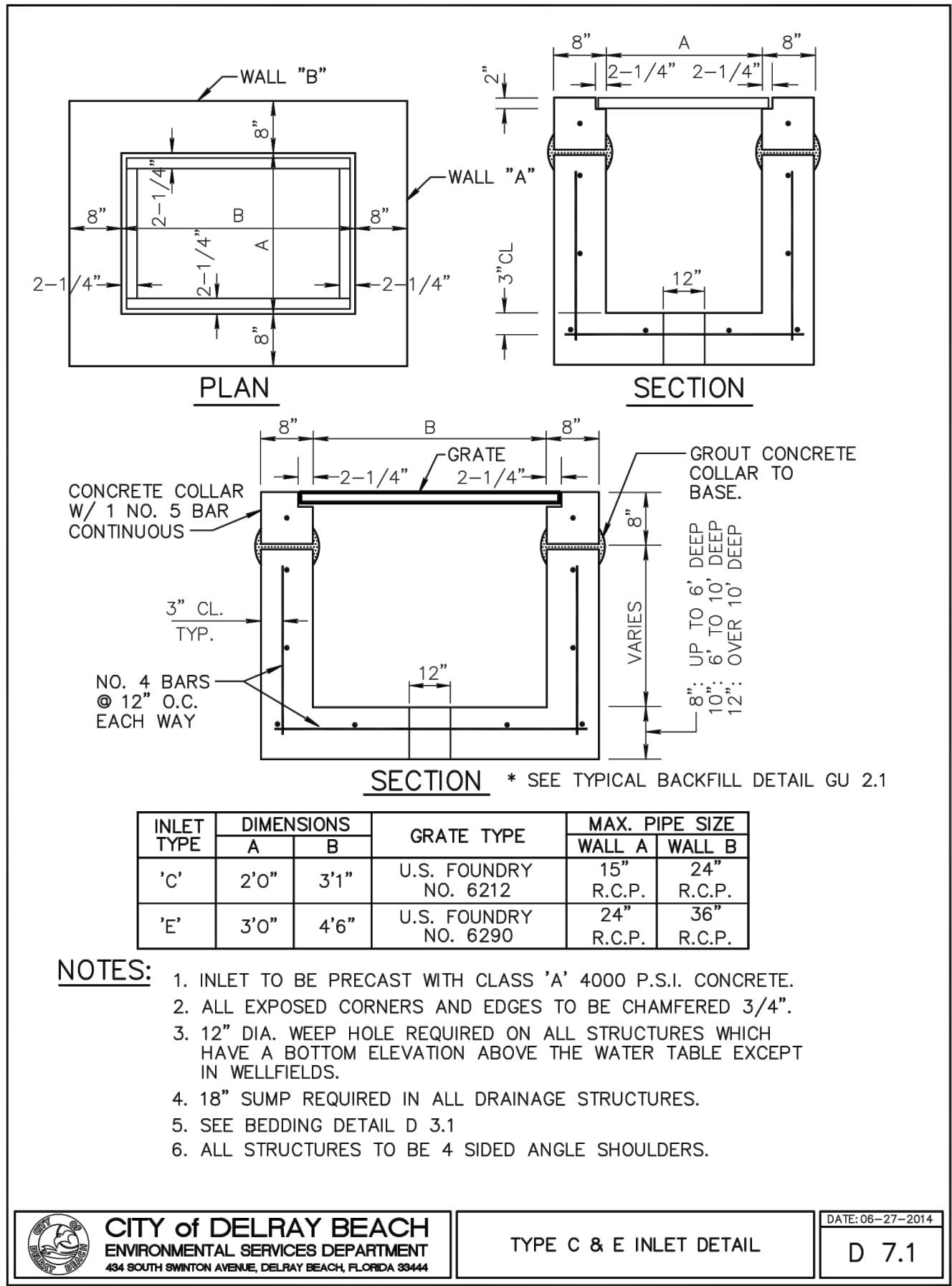
THOMAS F. DONAHUE, P.E.
FLORIDA REG. NO. 60529
(FOR THE FIRM)

SHEET TITLE

**PAVING, GRADING
& DRAINAGE
DETAILS**

SHEET NUMBER

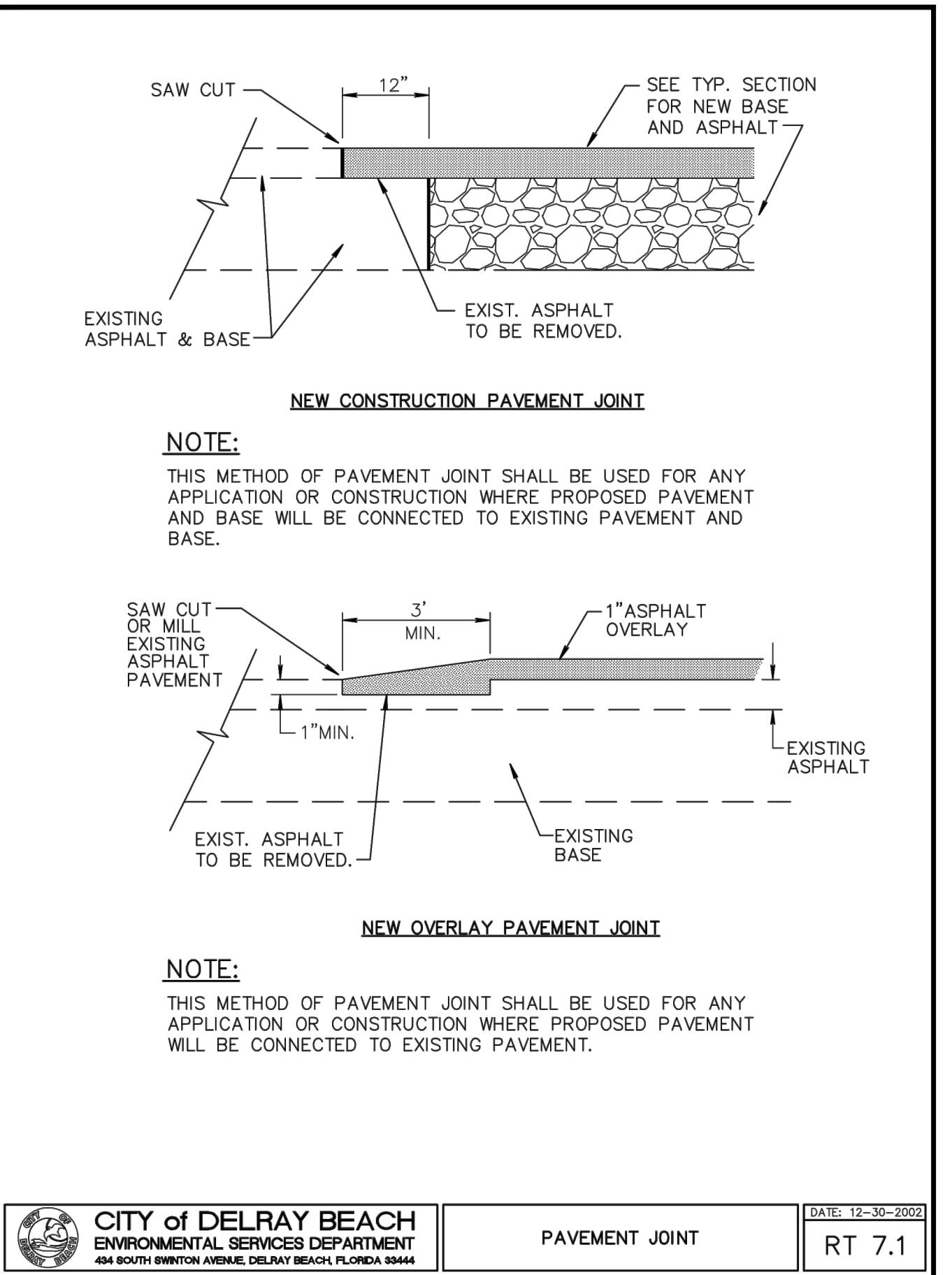
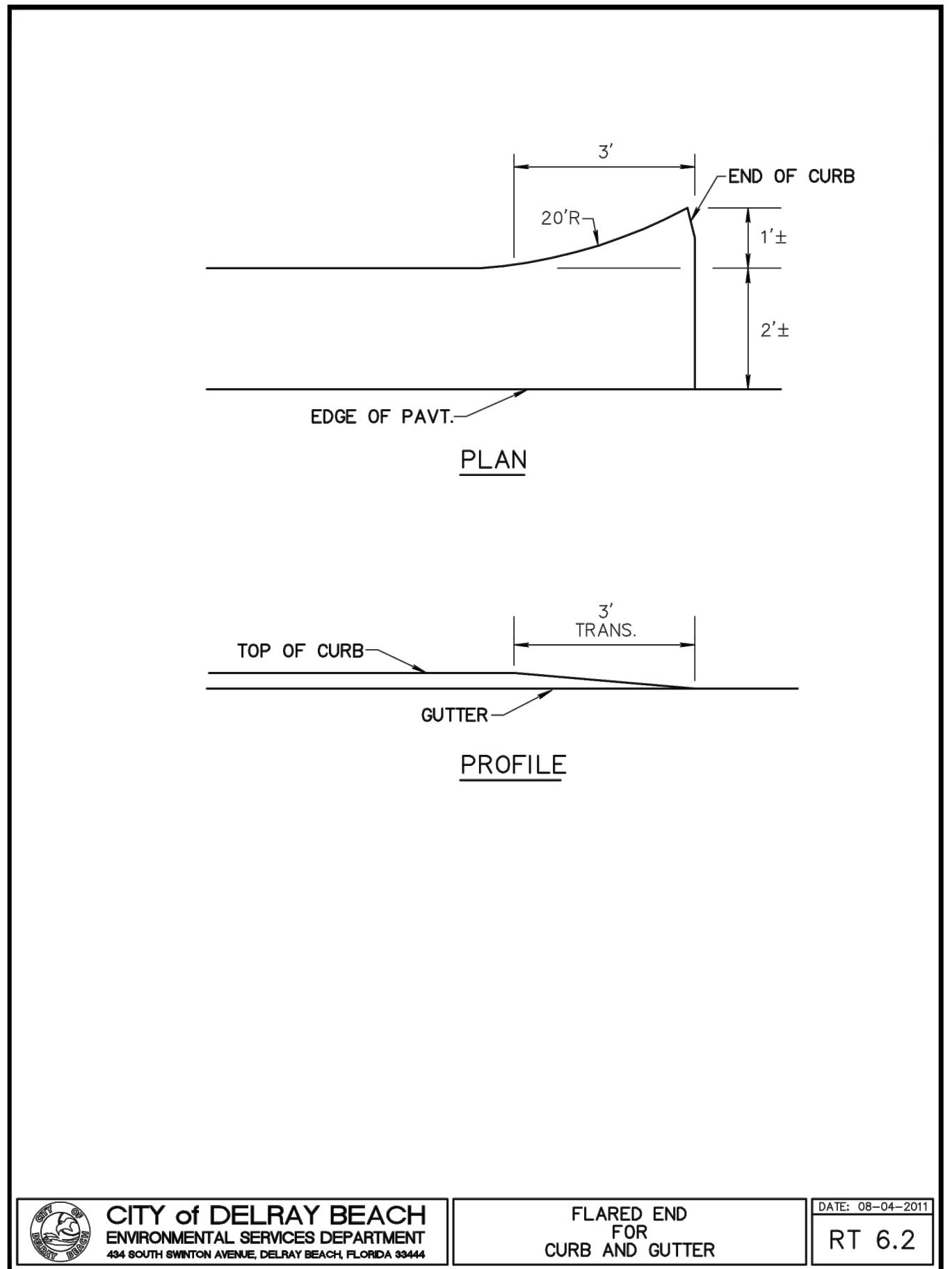
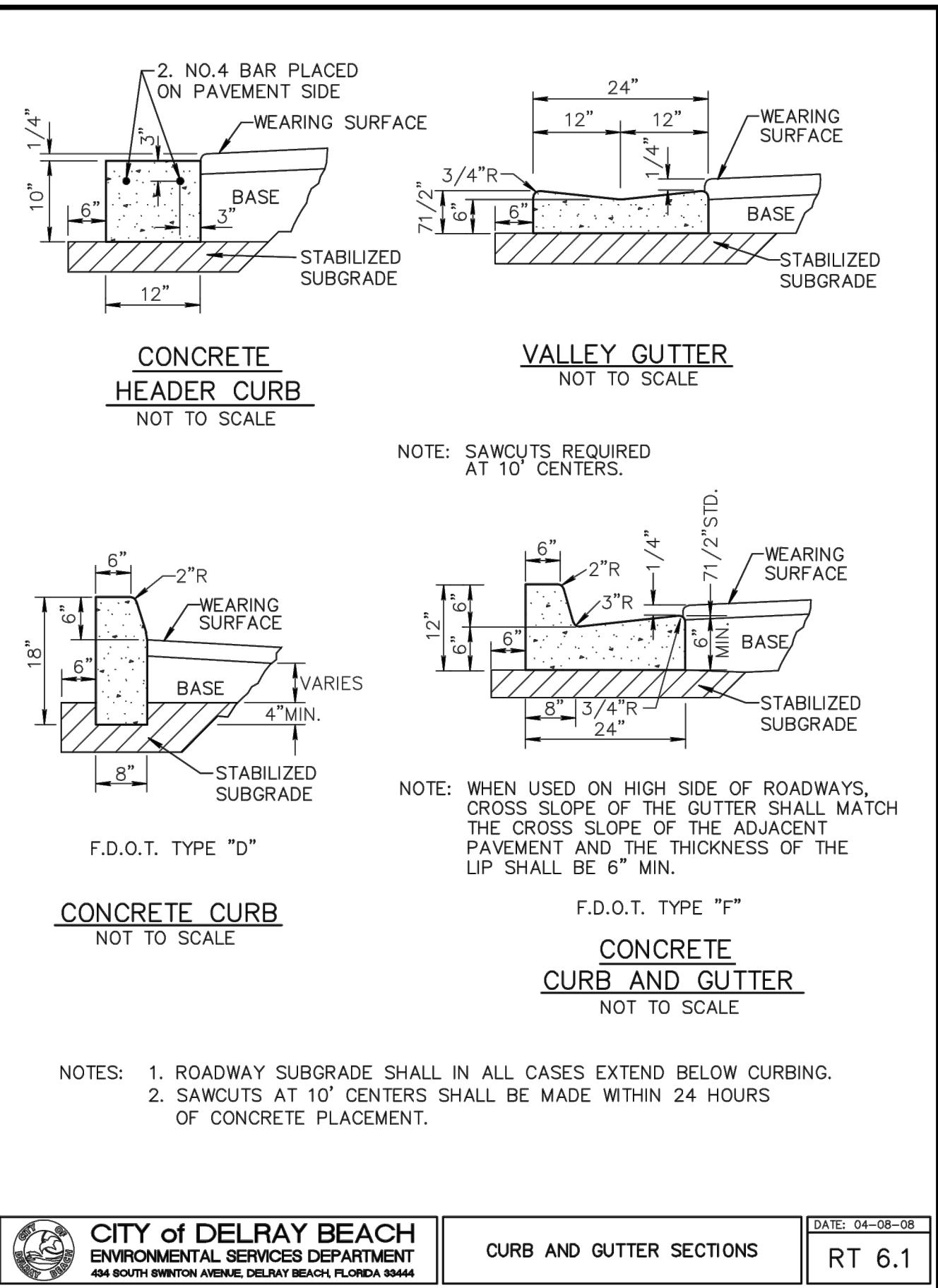
CP-501



**ALL EXISTING/PROPOSED ELEVATIONS
SHOWN ARE BASED ON NAVD 1988**

**NY TREES OR SHRUBS PLACED WITHIN WATER, SEWER
R DRAINAGE EASEMENTS SHALL CONFORM TO THE CITY
F DELRAY BEACH STANDARD DETAILS; LD 1.1 & LD 1.2.**

PROJECT NO. 09515.02



DELRAY BEACH

SEABOARD AIRLINE RAILWAY STATION RESTORATION PROJECT

10 DEPOT AVE
EL RAY BEACH

DATE:	AS NOTED
DATE ISSUED:	AUGUST 6, 2021
AWN BY:	FA/NW/AM
SIGNED BY:	JW
CHECKED BY:	TD

THOMAS F. DONAHUE
LICENSE
No. 60529
08/05/2021

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

MEET TITLE

PAVING, GRADING & DRAINAGE DETAILS

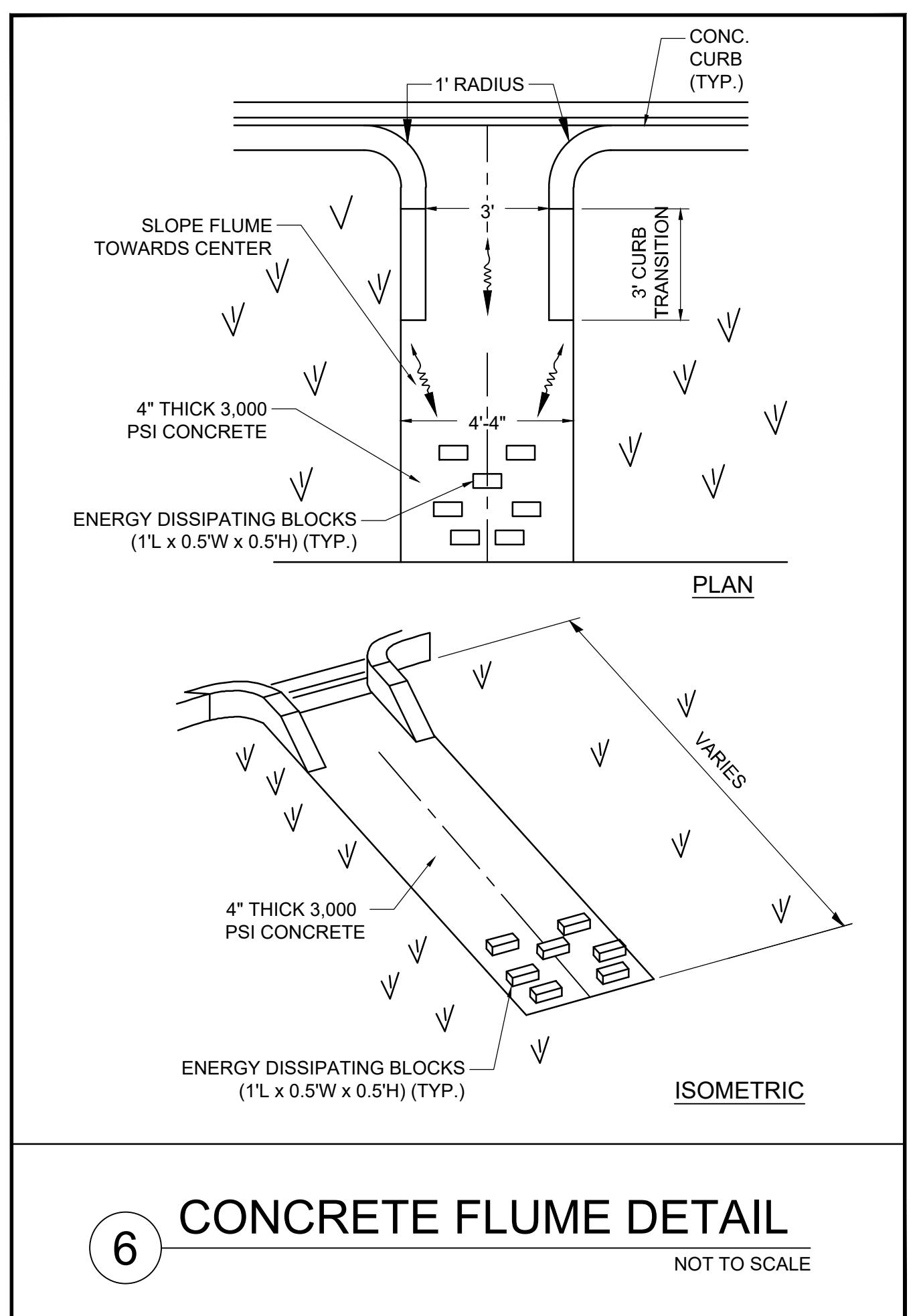
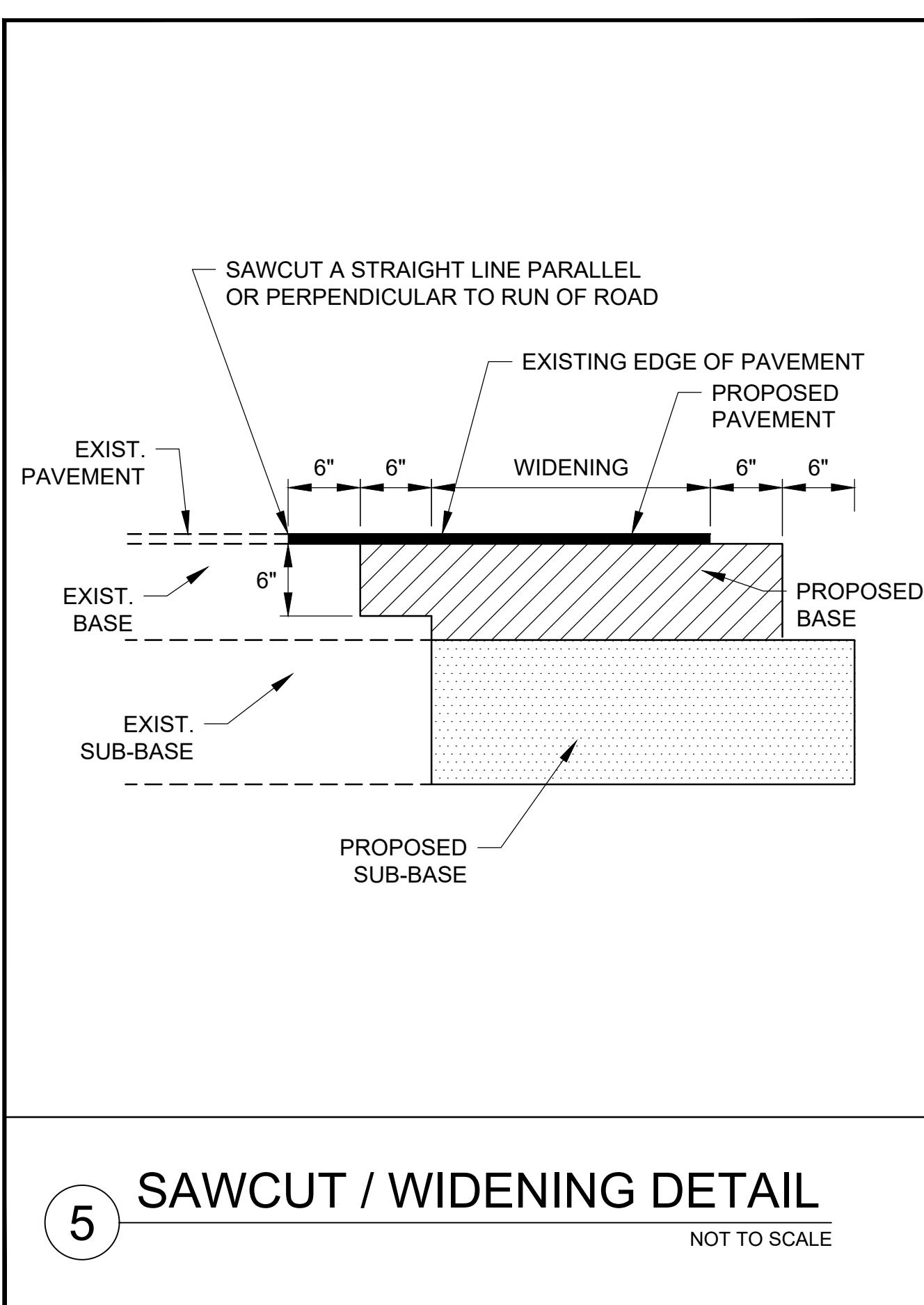
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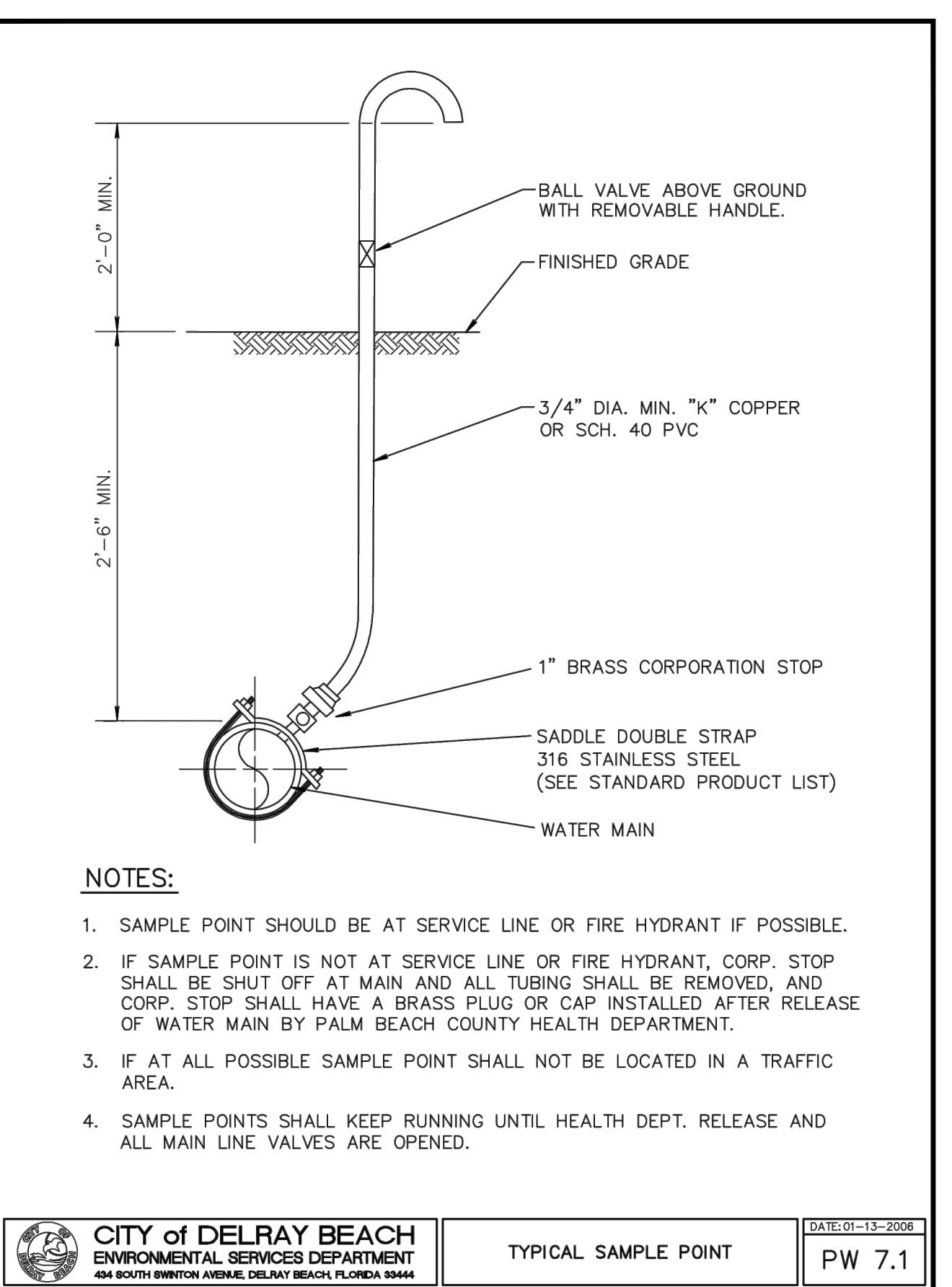
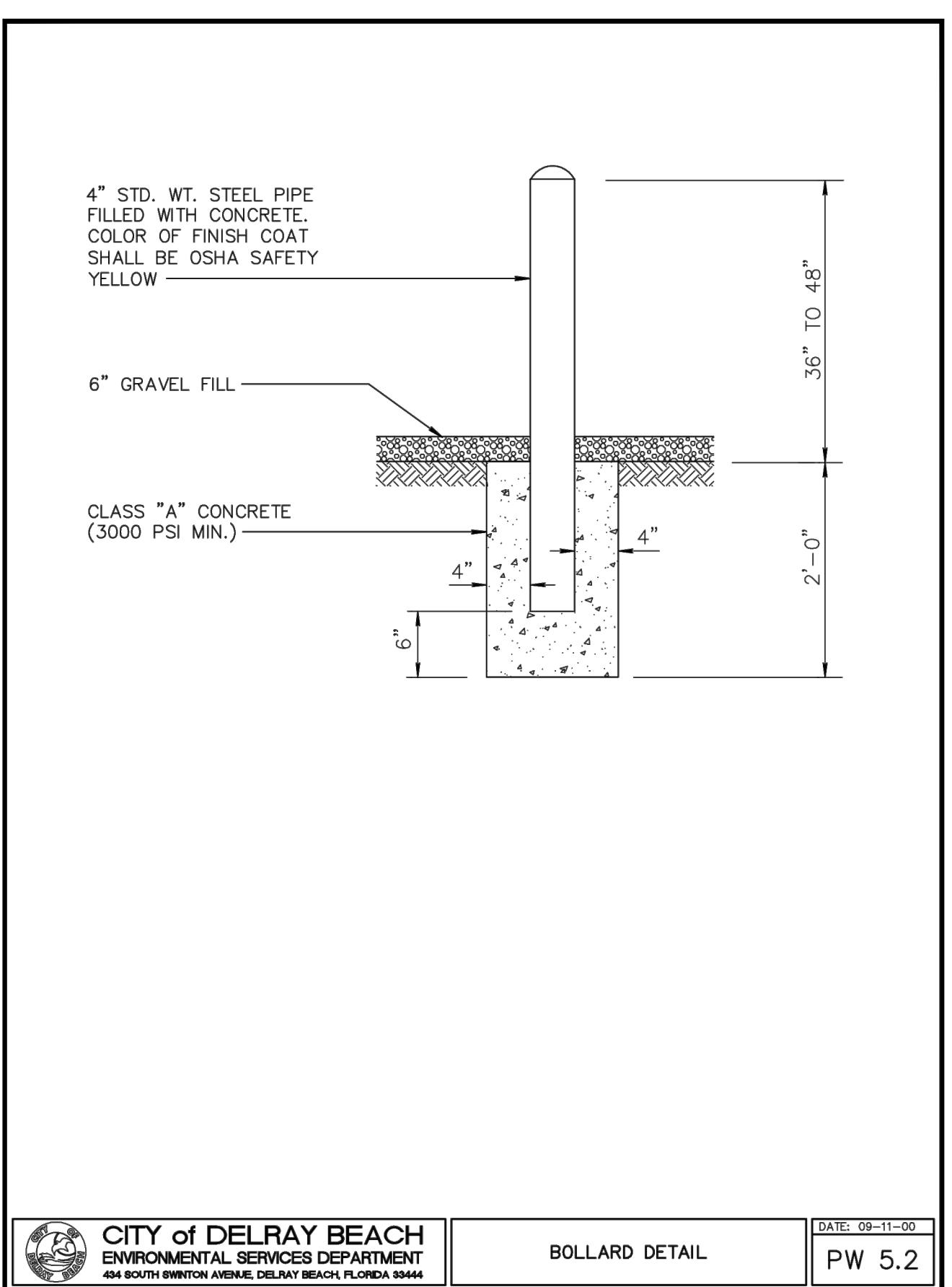
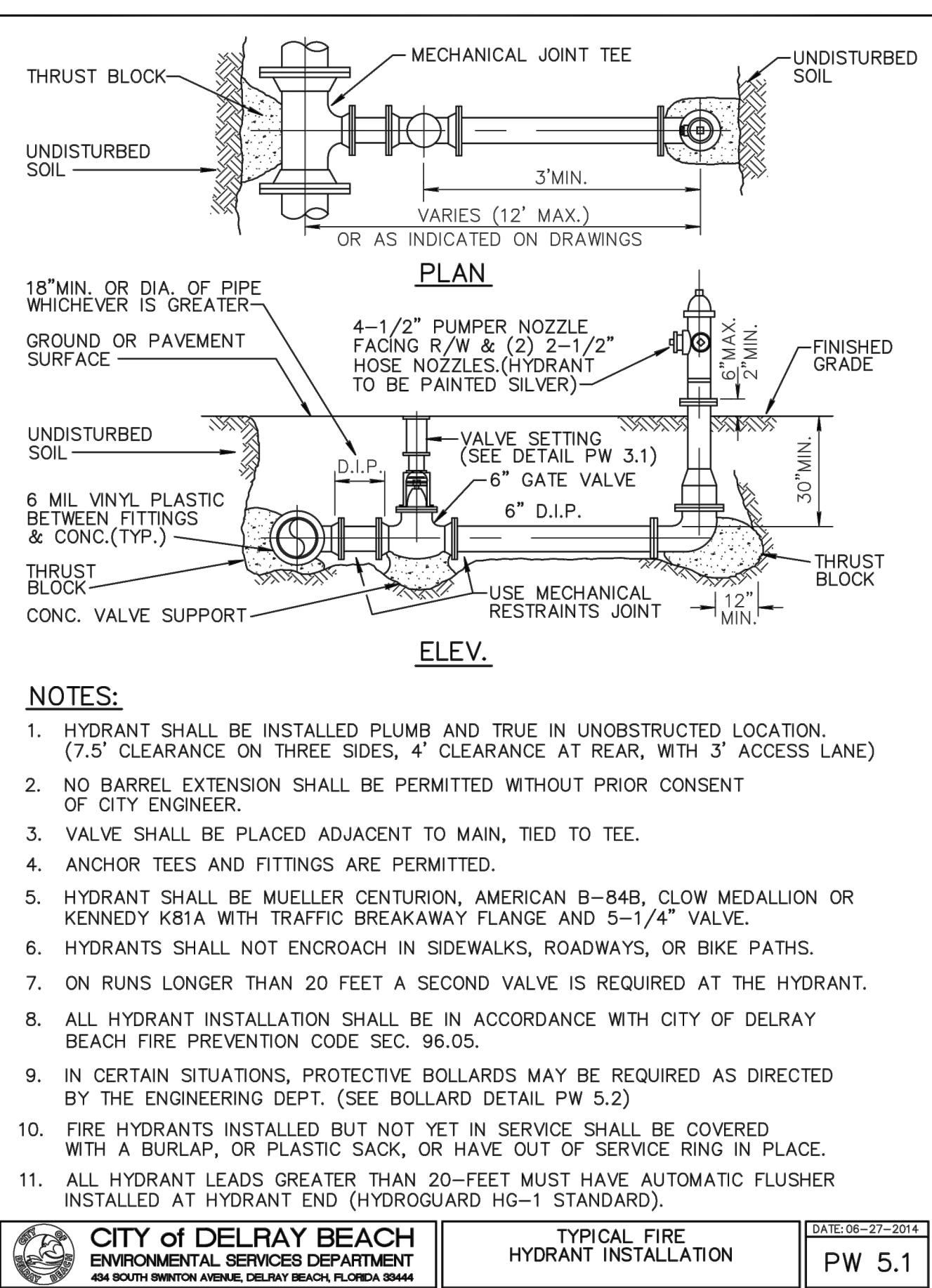
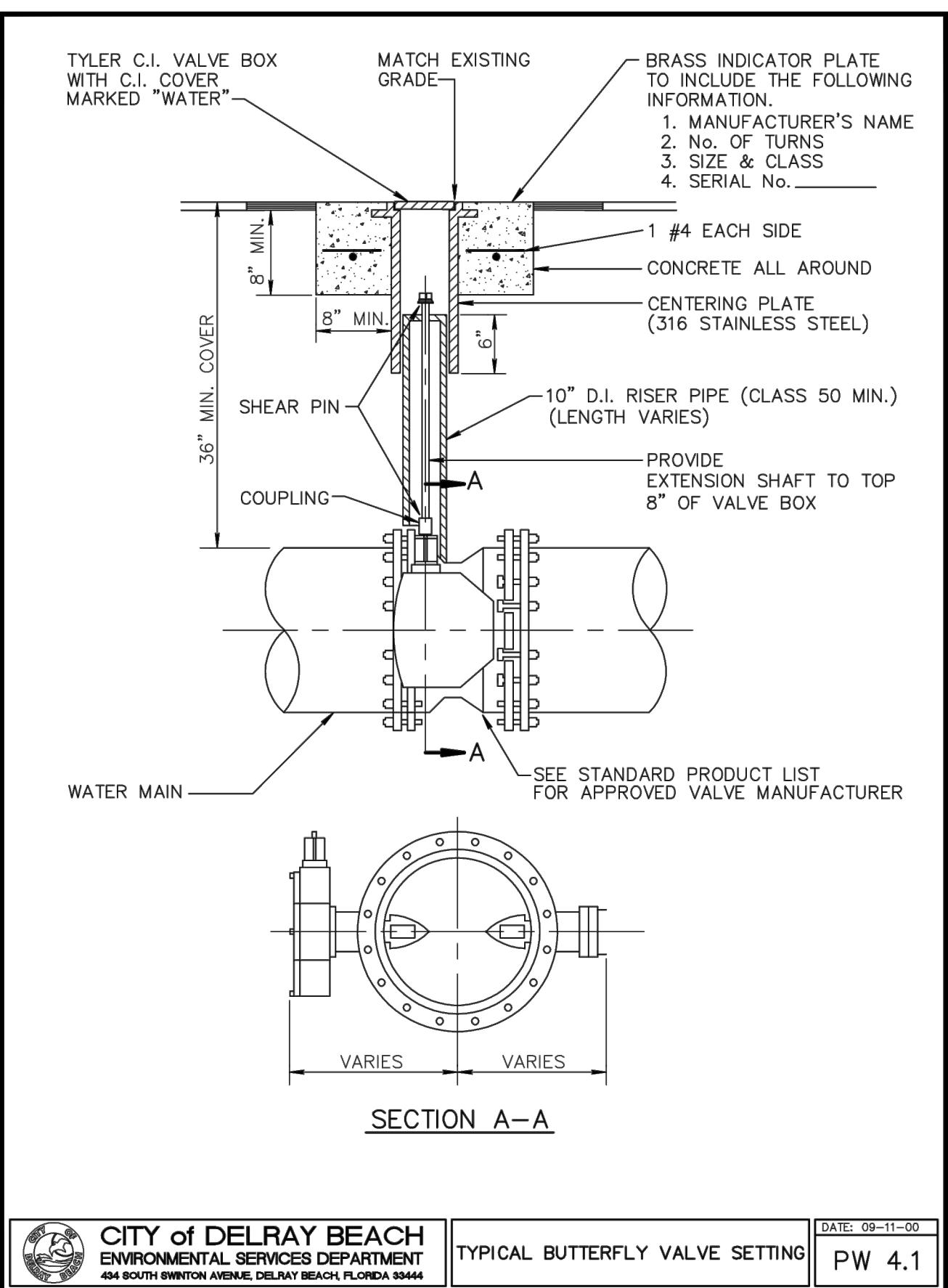
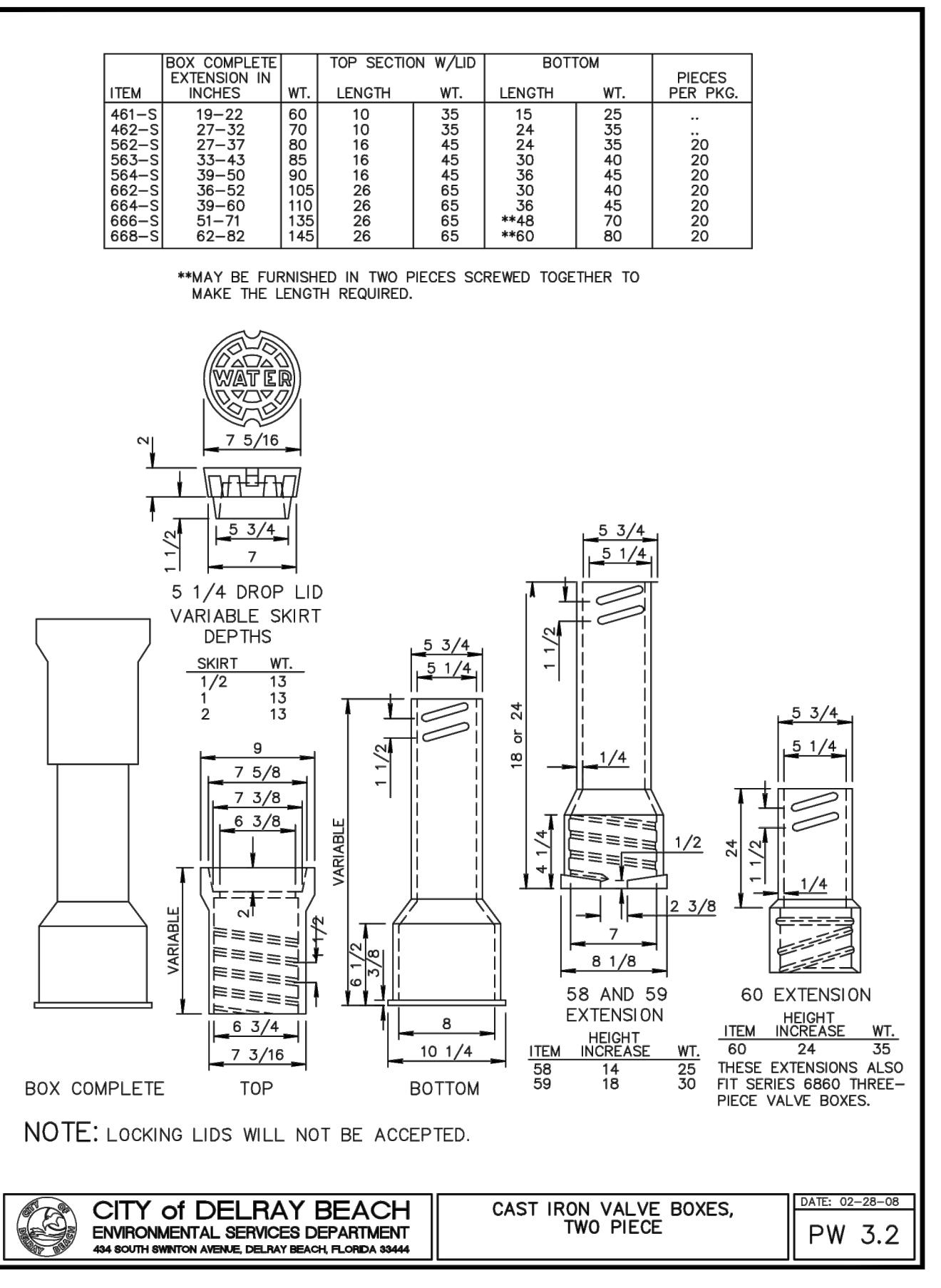
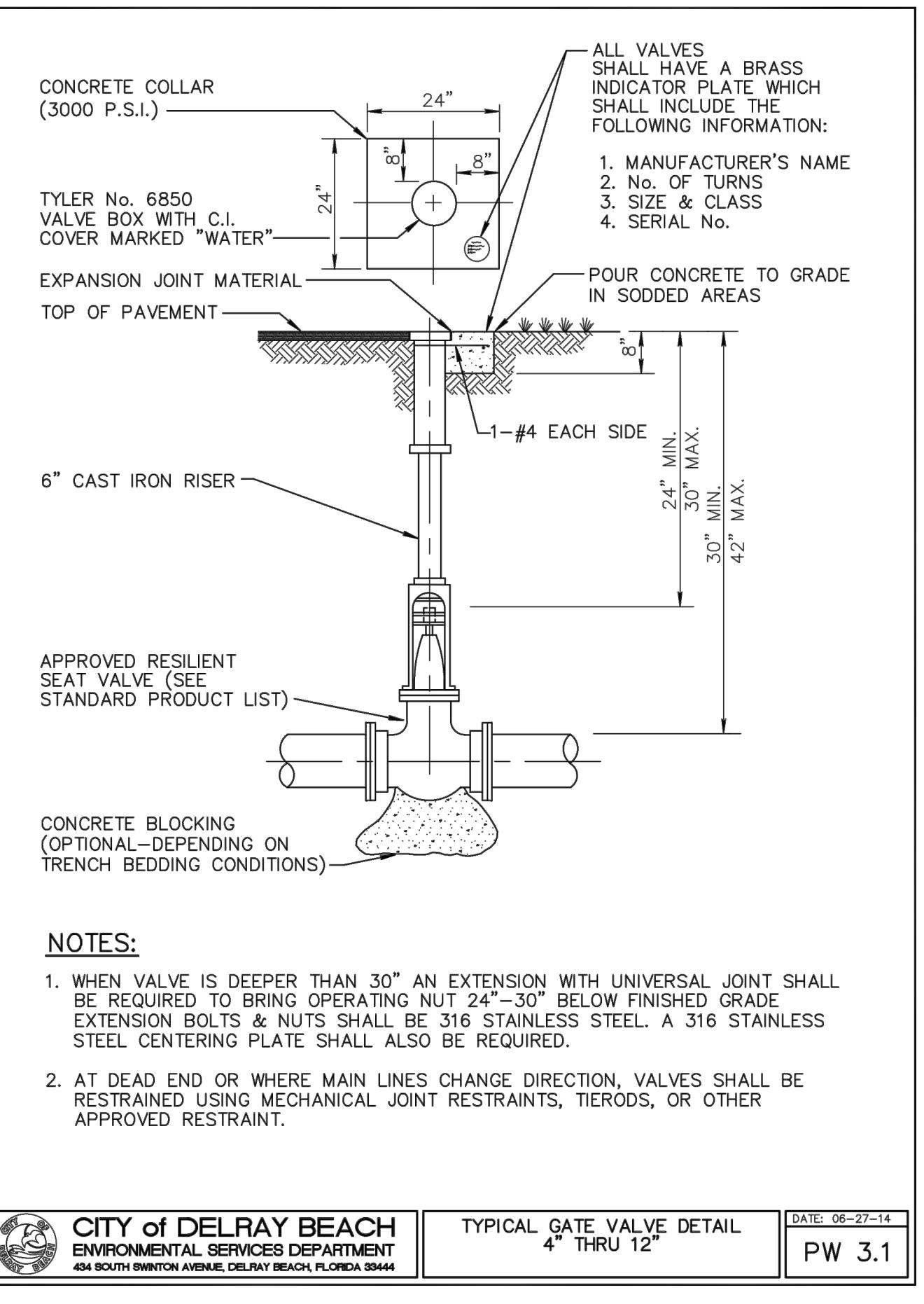
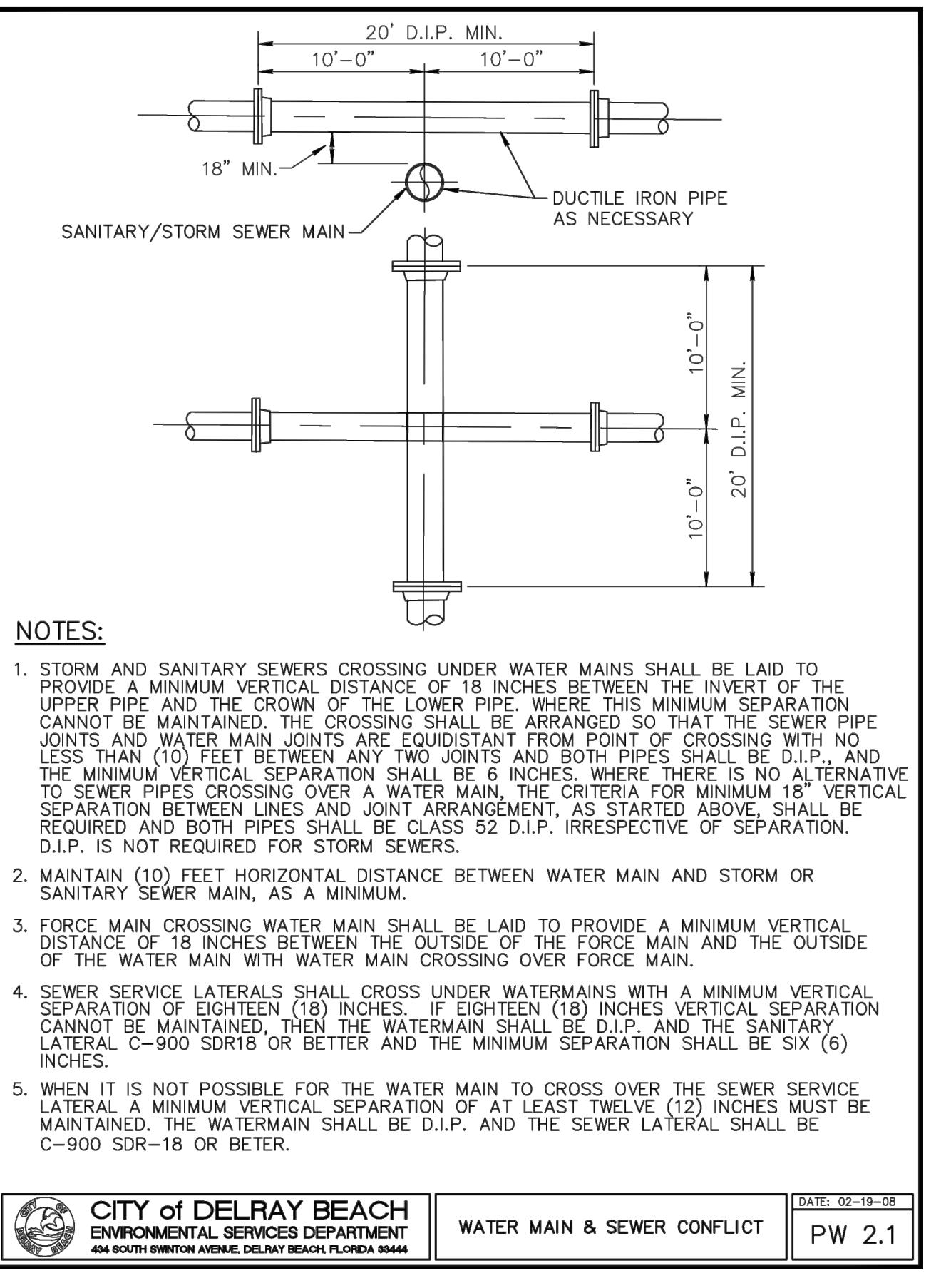
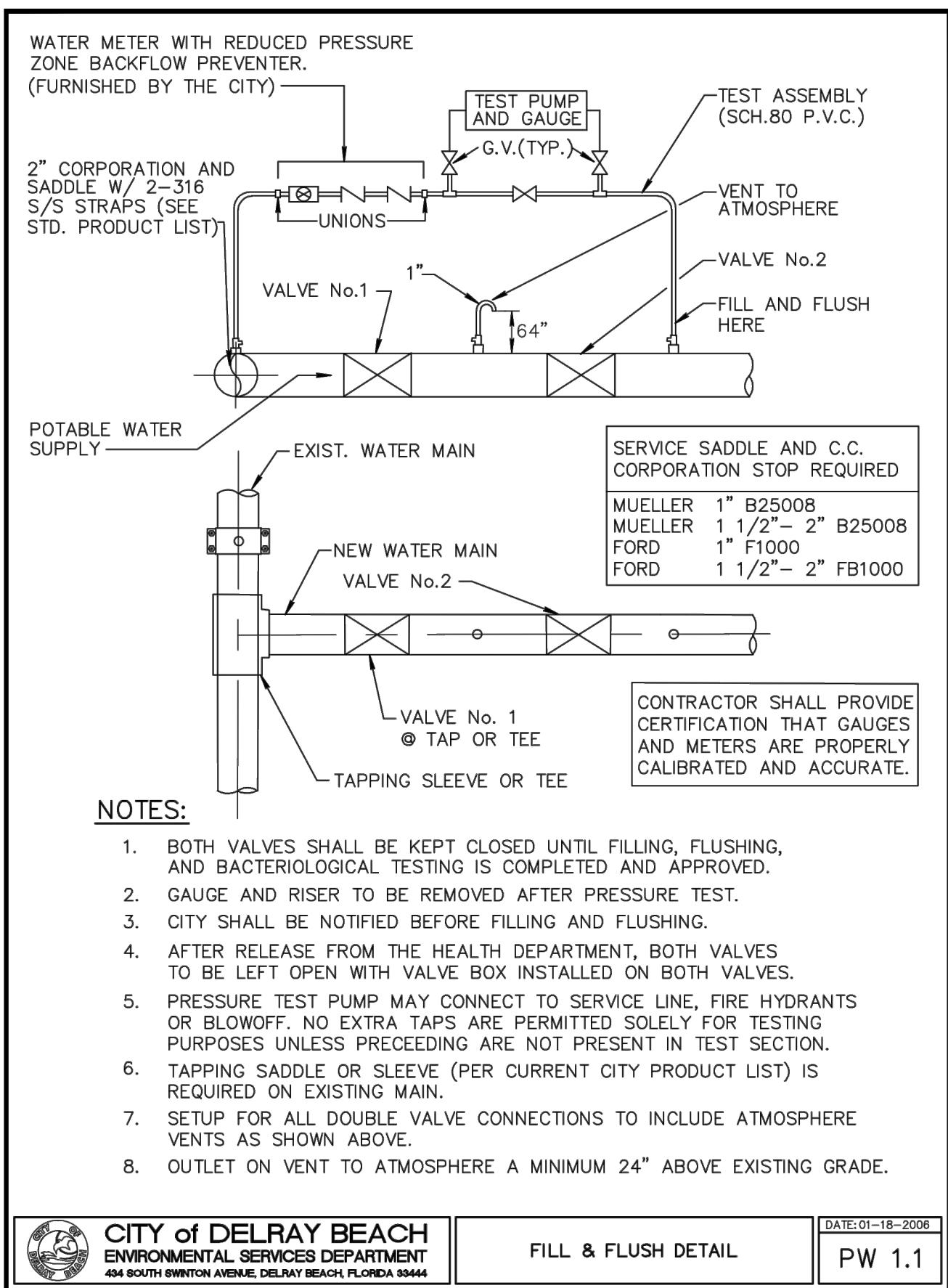
CP-502

**EXISTING/PROPOSED ELEVATIONS
SHOWN ARE BASED ON NAVD 1988**

ANY TREES OR SHRUBS PLACED WITHIN WATER, SEWER
OR DRAINAGE EASEMENTS SHALL CONFORM TO THE CITY
OF DELRAY BEACH STANDARD DETAILS; LD 1.1 & LD 1.2.

PROJECT NO. 09515.02



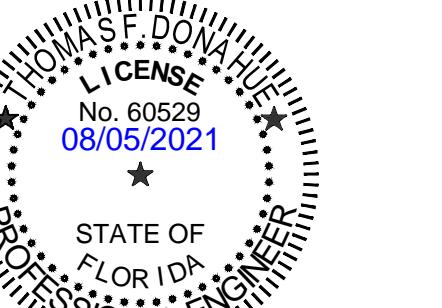


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OF DELRAY BEACH STANDARD DETAILS; LD 1.1 & LD 1.2.**

DELRAY BEACH SEABOARD AIRLINE RAILWAY STATION RESTORATION PROJECT

80 DEPOT AVE
DELRAY BEACH

LE:	AS NOTED
EE ISSUED:	AUGUST 6, 2021
WN BY:	FA/NW/AM
GNED BY:	JW
CKED BY:	TD



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

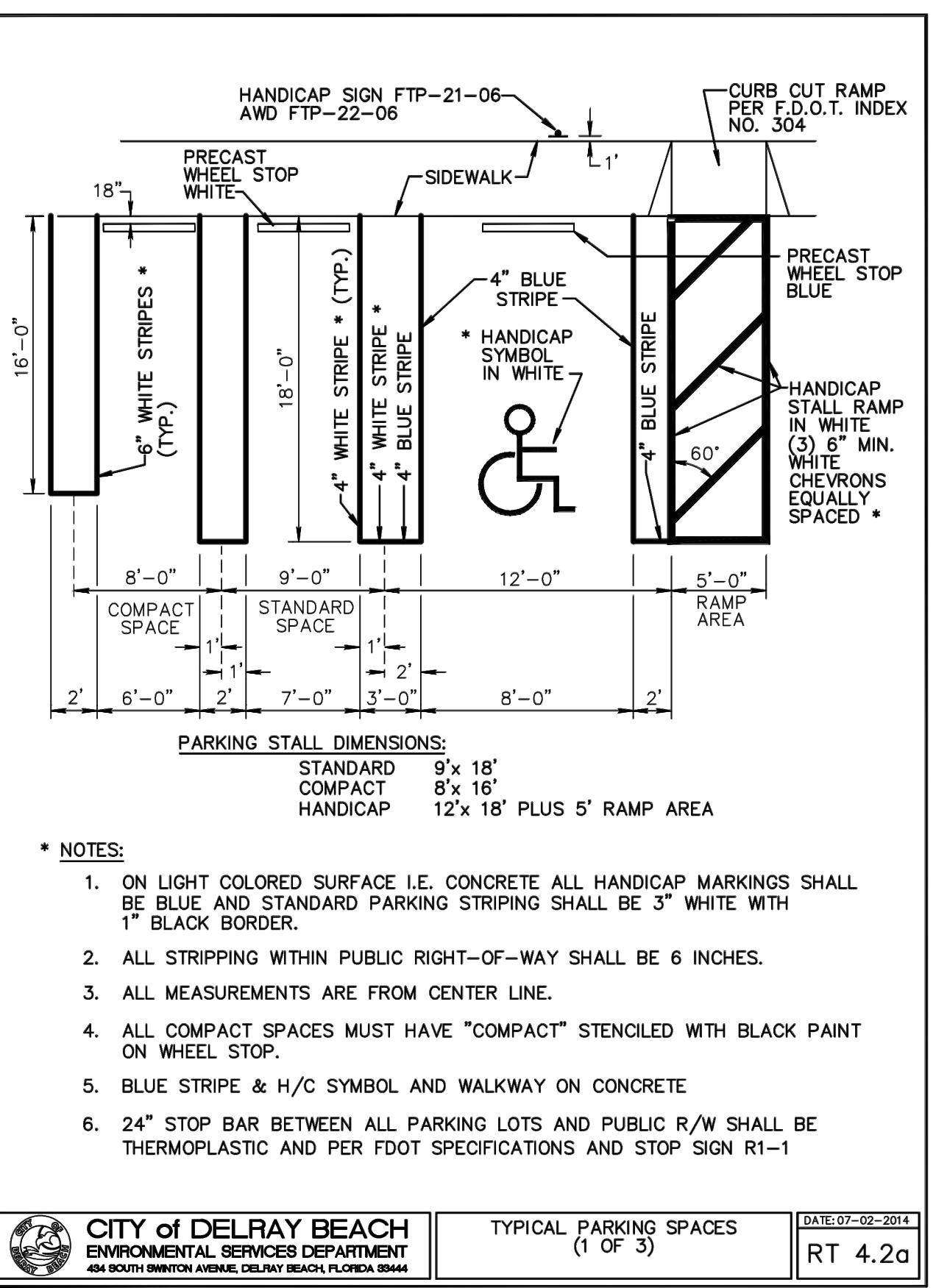
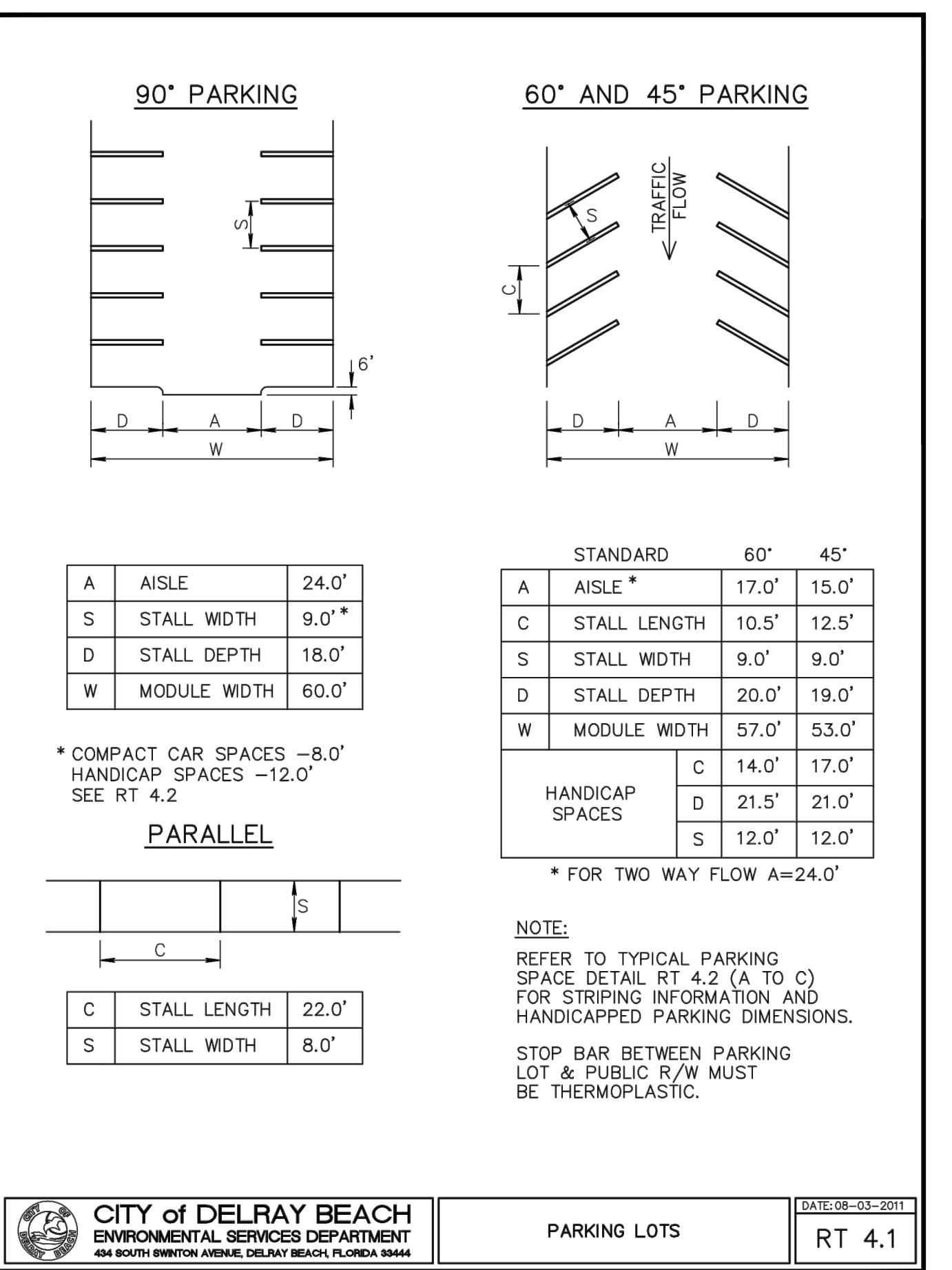
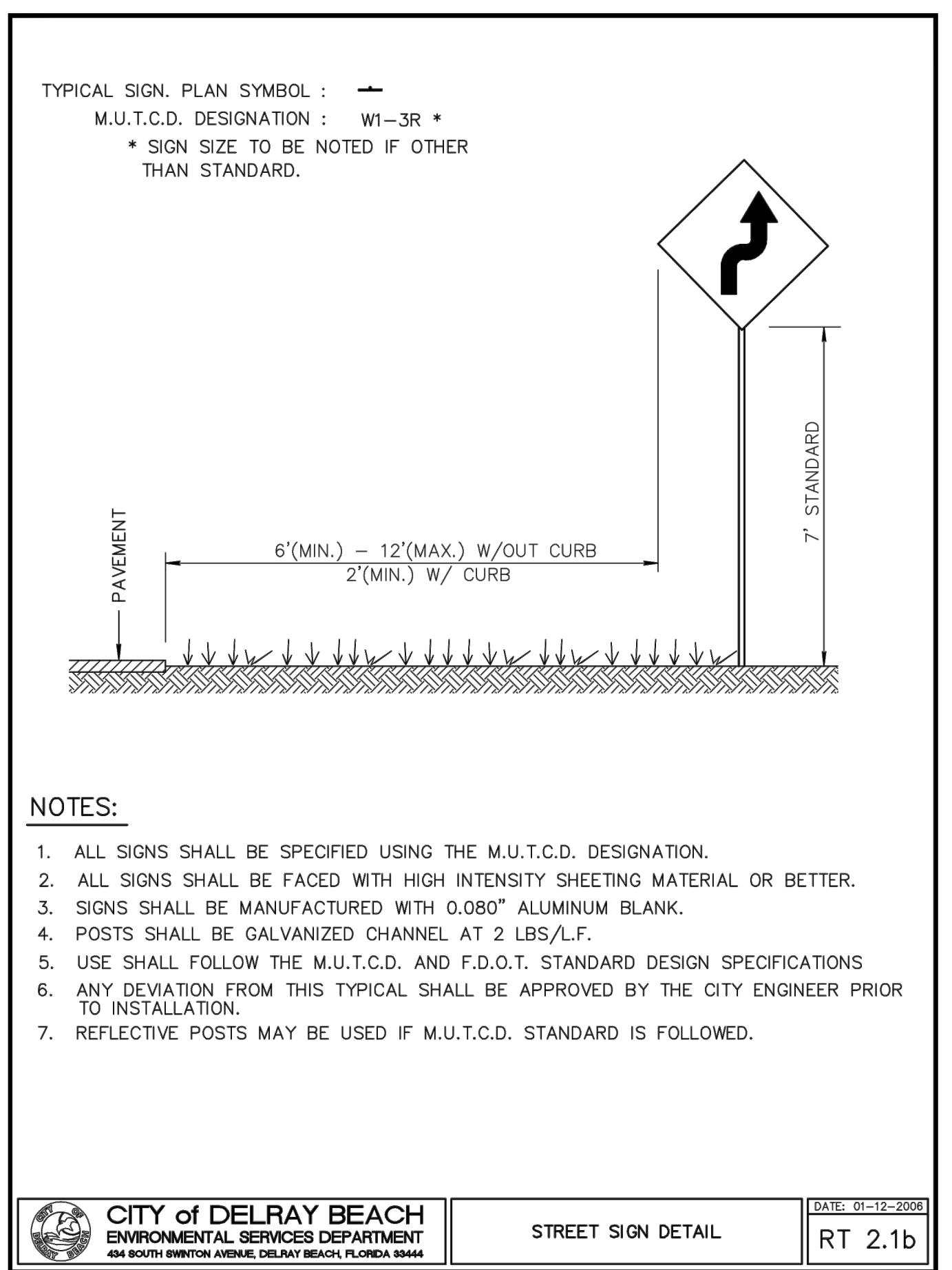
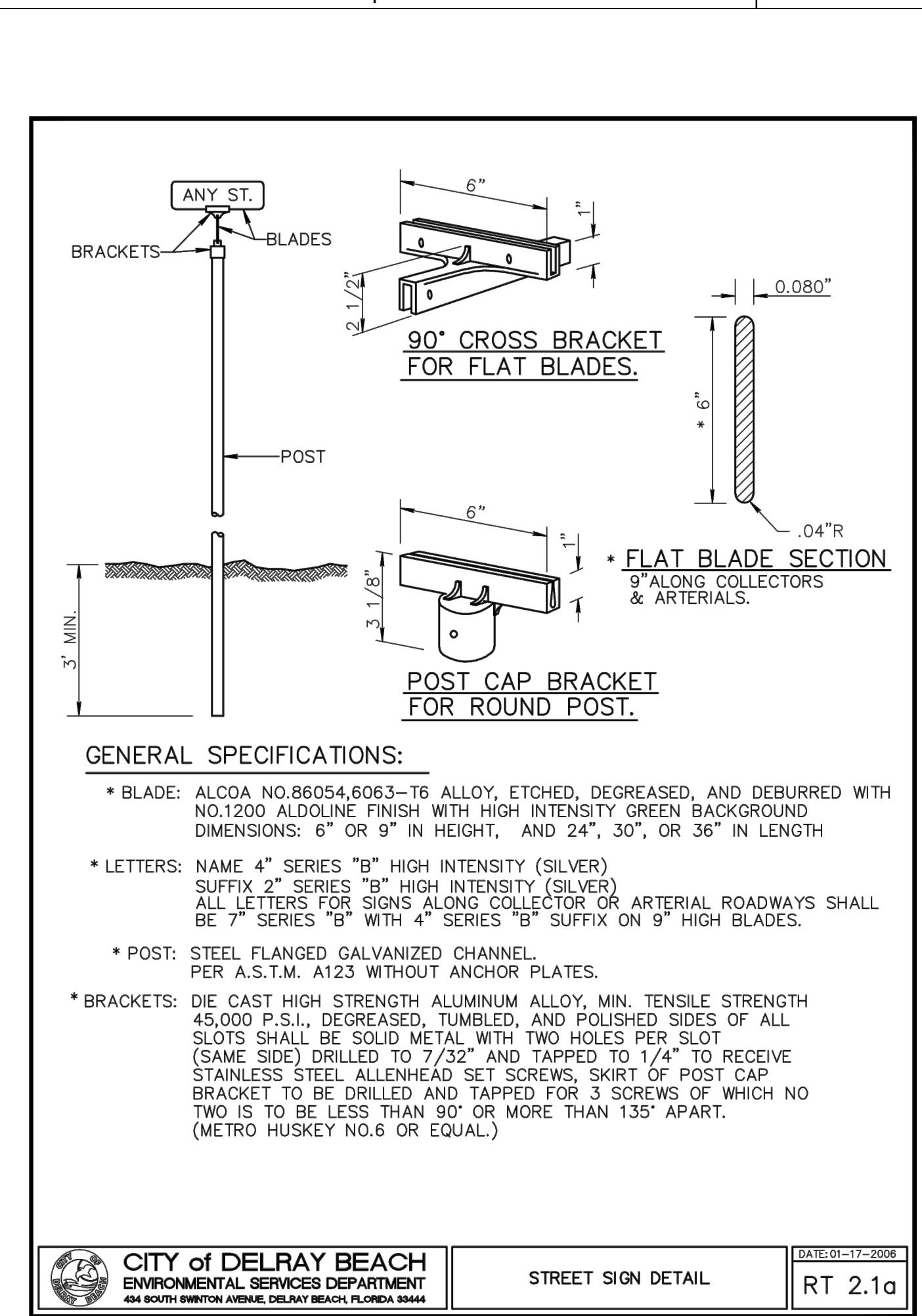
SET TITLE

WATER & SEWER DETAILS

SET NUMBER

CU-501

PROJECT NO. 09515.02



KEITH
301 East Atlantic Boulevard
Pompano Beach, FL 33060
PH: (954) 788-3400
Florida Certificate of
Authorization # - 7928
BID / CONTRACT NO. :
REVISIONS
NO. DESCRIPTION DATE

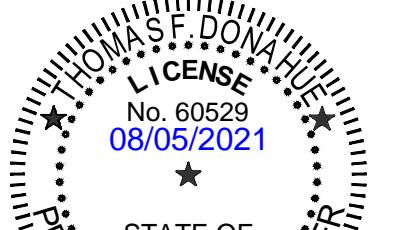
**PRELIMINARY PLAN
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THESE PLANS ARE NOT FULLY PERMITTED
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DELRAY BEACH

SEABOARD AIRLINE RAILWAY STATION RESTORATION PROJECT

80 DEPOT AVE DELRAY BEACH

SCALE: AS NOTED
DATE ISSUED: AUGUST 6, 2021
DRAWN BY: FA/NW/AM
DESIGNED BY: JW
CHECKED BY: TD



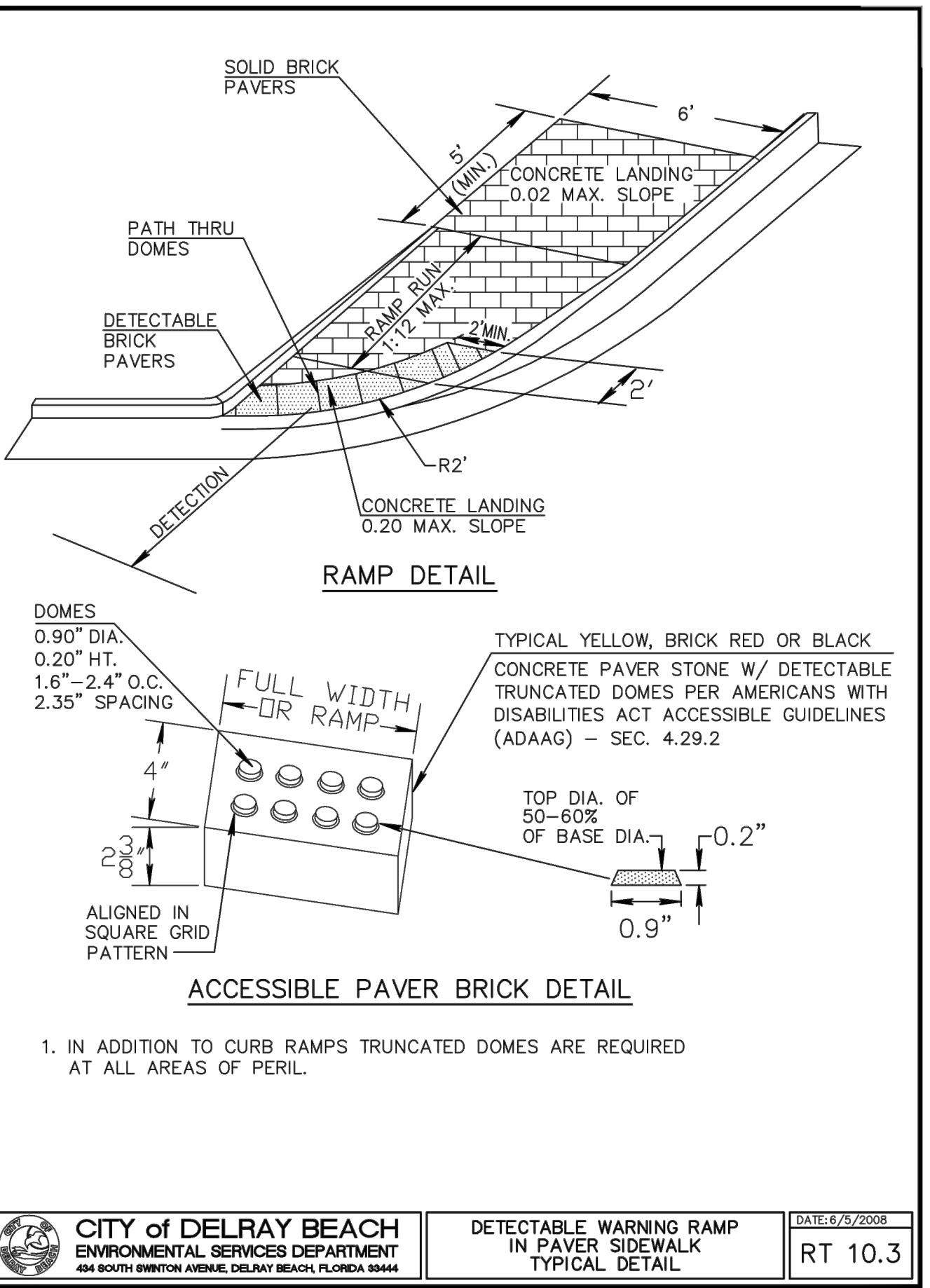
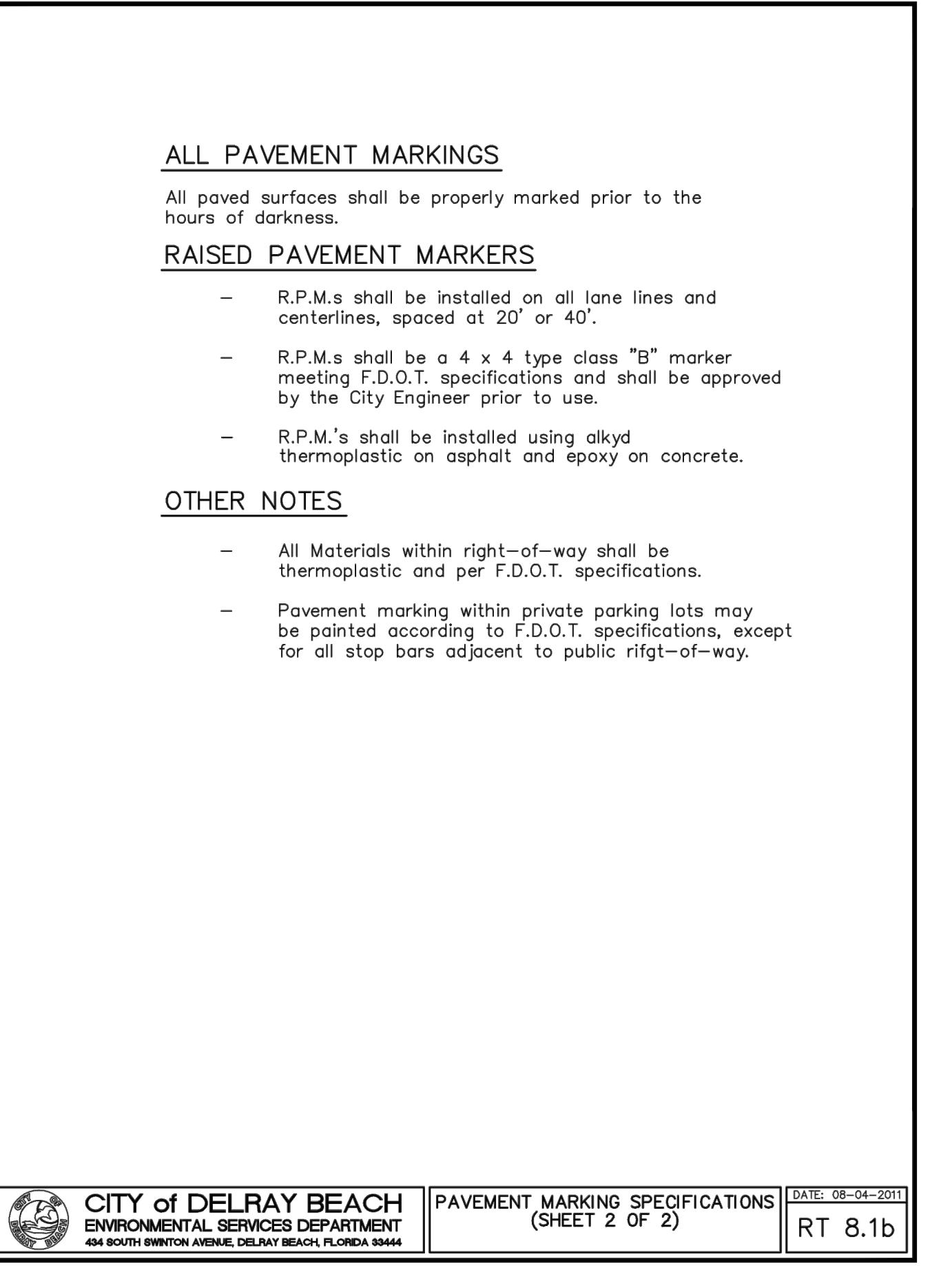
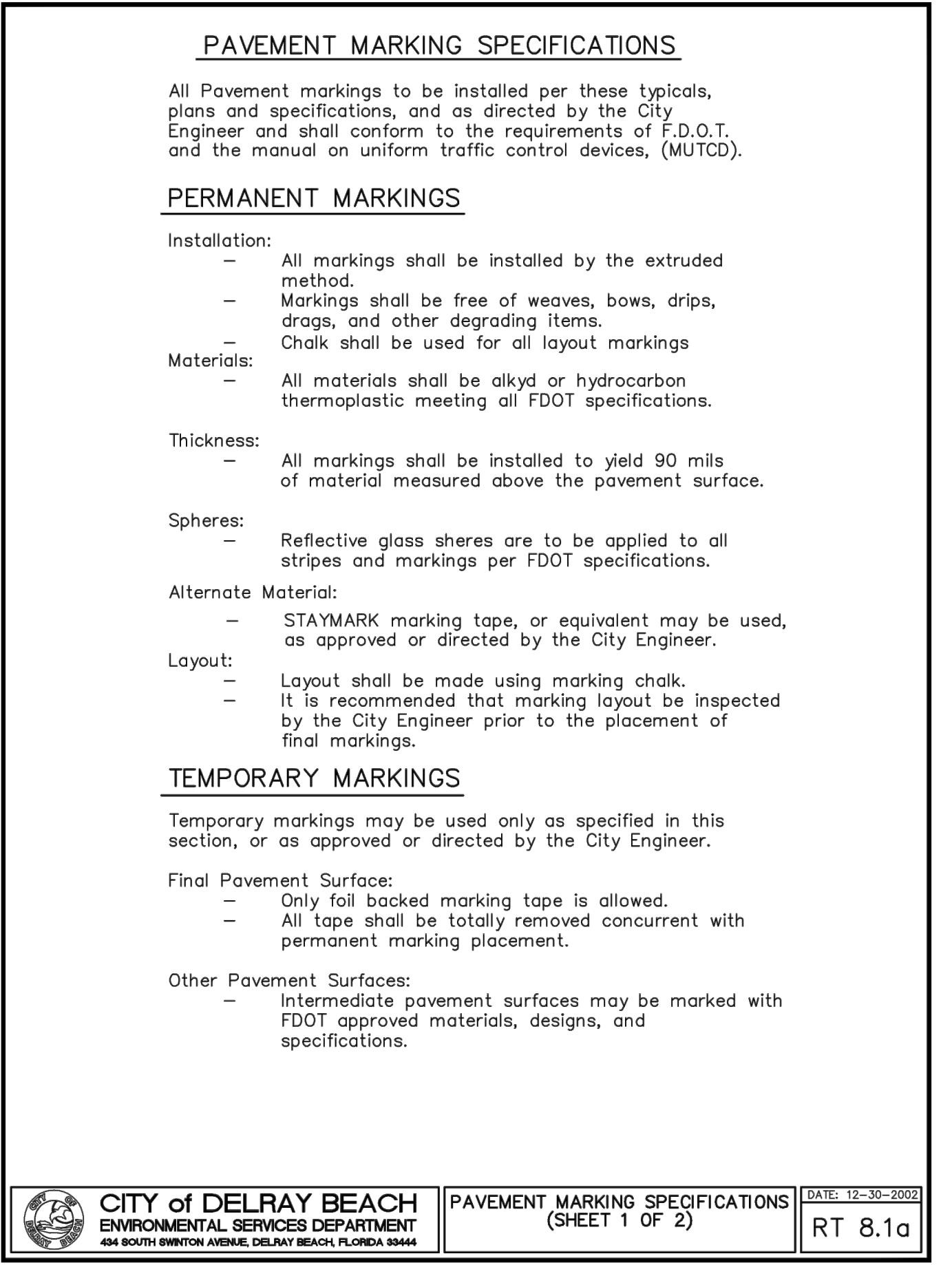
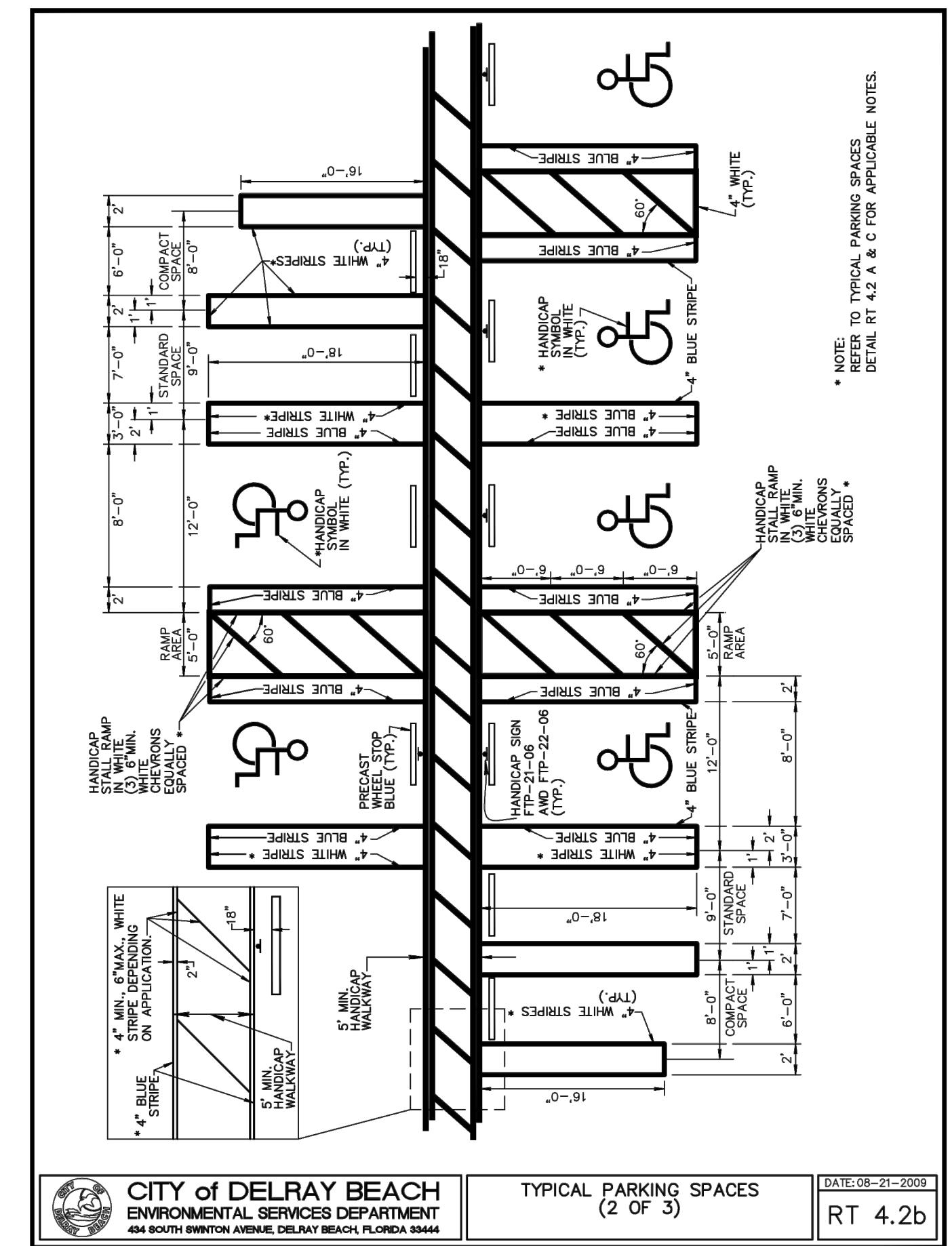
THOMAS F. DONAHUE, P.E.
FLORIDA REG. NO. 60529
(FOR THE FIRM)

SHEET TITLE
**PAVEMENT
MARKINGS &
SIGNAGE DETAILS**

SHEET NUMBER

CM-501

PROJECT NO. 09515.02



ANY TREES OR SHRUBS PLACED WITHIN WATER, SEWER OR DRAINAGE EASEMENTS SHALL CONFORM TO THE CITY OF DELRAY BEACH STANDARD DETAILS; LD 1.1 & LD 1.2.

A. SCOPE

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

B. BIDDING

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

C. GENERAL LANDSCAPE NOTES

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

D. PERMITS & REGULATIONS

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

E. TREE REMOVAL

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

F. EXISTING TREES

- Existing trees designated to remain shall be protected during all construction phases. Any trees or shrubs designated to remain that are scarred or destroyed will be replaced at the contractor's expense, per the appraised value.
- Existing plants shall remain until new planting shall be evaluated at the time of new planting installation by the Landscape architect. Trees and plant material indicated to be relocated with no new location provided in plans shall be moved to a location on site designated as a memory holding area with the root ball protected from direct sunlight, maintained and irrigated until new location is determined.
- Prune trees to remove damaged branches and improve natural shape and thin out structure. Do not remove more than 15% of branches. Do not prune back terminal leader.
- Prune existing shrubs to remove damaged branches and improve natural shape.
- Existing trees to remain shall be trimmed per ANSI-A300 standards. Supervision of the trimming shall be performed by an ISA Certified Arborist to ensure quality work.
- All existing trees shall be "lifted and thinned" to provide an 8' minimum clearance for sidewalks and pedestrian walkways and a 14' minimum clearance for roadways, driveways and all vehicular use areas.
- Selective canopy and root pruning of existing trees can be conducted (only as necessary and in no event more than 35%) to accommodate for new approved construction. Pruning shall be conducted / supervised by an ISA Arborist.
- If plans call for relocation of trees, palms or plants. High level of care should be exercised to ensure that they are not damaged in the process and that they are promptly replanted upon being dug up.
- All underground utilities and drain or irrigation lines shall be routed outside the tree protection zone. If lines must

traverse the protection area, they shall be tunneled or buried under the tree.

- Erosion control devices such as furring, debris basins and water diversion structures shall be installed to prevent siltation and/or erosion within the tree protection zone.
- Roots shall be cut manually by digging a trench and cutting exposed roots with a saw, vibrating knife, rock saw, narrow trencher with sharp blades, or other approved root pruning equipment.

G. TREE RELOCATION (These notes for relocation trees only and if applicable)

- Flag all trees and palms to be transplanted with differentiating color than those to be saved or removed.
- Tree Relocation process must be performed or supervised by ISA Certified Arborist.
- Water the root zones to field capacity for 5 continuous days before root pruning. At a minimum soak the soil to a 4'-0" depth within a 6' radius.
- Root prune a minimum of six weeks before relocation. Prune away all dead or damaged limbs or fronds. For trees, prune out 1/3 of the existing canopy by selectively trimming small internal branches. For palms, gather fronds above the bud and tie them loosely with jute twine to avoid damage.
- Brace root pruned trees awaiting relocation.
- Root prune 1/3 of the root system, irrigate daily for 2 weeks then root prune another $\frac{1}{3}$ rd, irrigate daily and prune last $\frac{1}{3}$ rd on actual relocation date, no less than two weeks (six weeks total minimum root pruning by stages). ISA Arborist on staff shall observe for intense shock. Canopy pruning may be deemed necessary by Arborist on staff to balance for intense root ball loss, canopy shall be trimmed only as necessary to increase survival.
- Root prune with proper clean equipment to sever roots. Ensure roots are not torn or pulled apart.
- With hand tools, dig a 2"-0" x 3"-0" deep trench at a minimum distance as determined by the consulting arborist to expose roots. Cut all roots 1.5" and larger in diameter with a clean, sharp pruning saw. Treat all cuts with a biological barrier. Backfill the trench, within 4 hours of digging, with a 1:1 mixture of site soil and sand/silt or a similar material. Do not use topsoil.
- Form a rootball size in compliance with Florida grades and Florida standards number 1 or better.
- Maintain the soil moisture at field capacity throughout the six weeks.
- Allow the plant to regenerate roots over a period of six weeks.
- At the end of six weeks, prepare the planting pit at the new location. Overdig the hole diameter a minimum of 2' beyond the root ball, with the recipient hole to be at least 1/3 larger than the area that was trenched for transplanting.
- With the consulting arborist present, undercut the entire root ball of the plants to be transplanted at a depth specified by the arborist. The undercutting method may be a choker cable drawn through the root ball with heavy equipment.
- At the direction of a professional rigger, assemble slings, padding, guiding ropes and cables for attachment to the crane or backhoe. The professional rigger shall determine the size of machinery necessary to execute the lifting and moving operation.
- Install trees within 24 hours of removal from their original location to locations provided by Landscape Architect or Developer with approval of municipal / Landscape Inspector.
- Experienced Tree Spade operator shall move tree or experienced tree mover shall choose best means and methods to strap and rig tree for safe transportation, without damage to new location.
- Moving trees shall be done in a timely manner during installation and throughout the plant establishment period. Replace trees that do not meet this requirement with the same species, size, and quality or per mitigation requirements specific to the governing authority with jurisdiction.
- Fertilize the plant as directed by the consulting arborist.
- When the plant is placed in the new location, backfill the planting pit with topsoil and water thoroughly to eliminate air pockets and compact the soil. Set the tree no deeper than its original condition.
- Cover the root ball area with 3" depth of organic mulch.
- Provide fungicide and fertility applications at the direction of the consulting arborist.
- Post transplant watering to provide moisture and reduce any excessive stress due to root desiccation. Watering to be adjusted according to conditions and at the supervision and direction of the ISA certified arborist.
- The diameter of the root-pruning or transplanting circle shall be at a distance away from the trunk equal to 12 times each inch of trunk diameter at breast height.
- For all palms except Sabal palmetto, the lower fronds shall be pruned leaving 9-11 fronds that can be tied without an extensive amount of weight that may damage the heart of the palm. The Sabal palmetto shall have all fronds cut without damaging the bud.
- Transplanting must occur within 24 hours after being dug for relocation. Trees/palms should be kept in shade and the canopy kept moist.
- Drill a hole and preparation of the new hole for the transplant shall be done prior to removing the tree from the existing location.
- Padding the sling may be necessary so that the trunk or "boots" are not damaged.
- A 6" saucer shall be created around the edge of the plant pit to help hold water, see planting detail for additional information.
- Over the guarantee period the Landscape contractor shall be responsible for resetting any trees or palms that are not well rooted by winds less than 74 mph.
- After transplanting trees and palms, the landscape contractor shall be responsible for obtaining water and watering to maintain soil moisture during the guarantee period at a minimum of: First month- daily, Second month - three times per week, Third and Fourth months - two times per week, Last eight months - one time per week.
- For trees over 4" in caliper at the time of planting, the schedule should be: First six weeks, daily, one and a half months to six months - three times per week, last six months - one time per week.

H. SITE PREPARATION & GRADING

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

I. IRRIGATION

- Any Irrigation Notes and specifications included in Irrigation Sheets govern over the following Irrigation Notes.
- The Landscape Contractor shall coordinate with the irrigation contractor if not the same and leave provisions for all individual trees in turf areas and all planting beds.
- Irrigation / Landscape contractor to guarantee 100% coverage and 50% overlap (head to head coverage) to all landscaped areas and furnish and install a rain sensor.
- Irrigation system shall be adjusted to site conditions adjusting heads and changing nozzles as required to avoid overspray onto buildings or paved areas.
- The contractor shall ensure that the irrigation system is operational and free of leaks prior to any planting being finalized. Plant material that is installed prior to the irrigation system being operational shall be watered by the contractor at his or her expense.
- All guidelines as outlined by the South Florida Water Management District (SFWMD) or water management district with jurisdiction shall be strictly adhered to.
- Irrigation water whether pumped from a lake or a well shall be treated for algae, rust, etc. to provide clean treated irrigation water that will not clog or stain property or components.
- Any existing irrigation system shall be retrofitted to comply with the specifications as outlined above.

J. HARDSCAPE & OTHER MATERIALS

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

K. UTILITIES / CLEARANCES

- The contractor shall be responsible for determining the location of and avoid and protect utility lines, buried cables, and other utilities. The owner or Landscape Architect shall not be responsible for damage to utility or irrigation lines.
- Trees shall be placed a minimum of 5 ft. from underground utilities, unless otherwise approved in writing by Landscape Architect and Owner.
- All canopy trees to be planted min. of 15' from light source/poles. Unless otherwise approved by the governing authority / Landscape Architect and Owner.
- Landscape contractor shall contact the county, governing authority and/or utility companies to locate all underground utilities or structures prior to digging. Landscape contractor shall repair all damage to underground utilities, and/or construction caused by utility damage, at no cost to the owner.

underground utilities or structures prior to digging. Landscape contractor shall repair all damage to underground utilities, and/or construction caused by utility damage, at no cost to the owner.

- All plant material symbols shown on landscape plan shall be considered diagrammatic and should be adjusted in the field by contractor to avoid all utilities, and other obstructions.
- If/ When digging in right of way needed: Two (2) full business days before digging, call toll free 1-800-432-4770, or 811, Sunshine State One Call of Florida, inc. Notification Center. In addition, call the Governing Agency's Utilities/Public Works Department. Contractors are responsible for coordinating with the owners and appropriate public agencies to assist in locating and verifying all underground utilities prior to excavation. All existing utilities shown on the plans are to be considered approximate and should be verified by the contractor prior to the start of work operations.
- Above and below ground utilities shall be verified and located in the field by the contractor prior to commencing work in the project area. The contractor shall examine available utility plans and confirm conflicts between indicated or located utilities and landscape work. The contractor shall then notify the Project Engineer of said conflicts and the Engineer will coordinate any necessary adjustments with the utility provider. Tree locations will be adjusted as necessary when in conflict with existing utilities.
- The final plant locations may be adjusted, as approved / directed by the Landscape Architect in writing, to accommodate utility compliance. Excavations within 5' of known utilities should be done by hand.
- Contractor shall be responsible for working in accordance with the location of and avoid and protect utility lines, buried cables, and all other utilities, noted or not, on plans.
- Leave clearance and access to all above ground or at grade meters and equipment.
- Landscape planting shall be in conformance with FPL guidelines for setbacks from overhead utility lines.
- Landscape shall not interfere with light poles, fire hydrants, electrical/mechanical equipment access, signs, drainage structures, etc. Bring to the attention of Landscape Architect any conflicts.

L. ROOT BARRIERS

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

M. LANDSCAPE BACKFILL & SOIL

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

N. PLANT SIZE & QUALITY

- All plant material must meet or exceed the minimum size requirements as specified on the plant list. Height specification governs over container size if both specifications given cannot be met. Any other requirements for specific shape or effect as noted on the plant shall also be required for acceptance.
- Material specified as Balled and Burred (B&B) can be accepted in container if not available as B&B at the time of delivery. Balled and Burred trees shall be removed and root ball shall be removed and root ball must be proportional to Tree / Palm height; if so, root bound and/or circling roots shall be removed and root ball must be proportional to Tree / Palm height.
- U.O.N. All trees designated as single trunk shall have a single, relatively straight, dominant leader, proper structural branching and even branch distribution. Trunks on palms shall be uniform in thickness for the entire length of the palm and shall not taper off to disproportionate thinness towards the crown. Trees with bark inclusion, tipped branches, and co-dominant trunks will not be accepted. Trees with girdling, circling and/or plumping roots will be rejected.
- Use nursery grown plant materials that complies with all required inspection, grading standards, and plant regulations in accordance with the latest edition of Florida Department of Agriculture, "Grade & Standards for Nursery Plants".
- All trees and palms shall be free of open wounds and unsightly visible scars.
- All substitutions must be approved by the governing authority if it is required Canopy and by Landscape Architect / Owner if supplementary accent material.
- Contractor shall comply with Federal, State, and Local laws and regulations pertaining to the inspection for plant disease and insect infestation.
- Trees, palms, shrubs, ground covers: Plant species and sizes shall conform to those indicated on the drawings. All nursery stock shall be in accordance with standards and numbers listed on parts 1 and 2, later editions issued by the Florida Department of Agriculture and Consumer Services, unless otherwise specified. All plants shall be Florida grade number 1 or better as determined by the Florida Division of Plant Industry and tightly knit plant, so trained or favored in its development that first appearance is unquestionable and it is outstandingly superior in form, number of branches, compactness and symmetry. All plants shall be freshly dug, sound, healthy, vigorous, well branched and free of disease and insect eggs and larvae and shall have adequate root systems. Trees and palms shall be uniform in size and shape. All materials shall be subject to approval by the Landscape Architect.
- All container grown material shall be healthy, vigorous, well-rooted plants and established in the container in which they are sold. The plants shall have tops of good quality and be in a healthy growing condition. An established container grown plant shall be transplanted into a container and grown in that container sufficiently long enough for the new fibrous roots to have developed so that the root mass will retain its shape and hold together when removed from the container.
- Field grown trees and palms previously root pruned shall obtain a root ball with sufficient roots for continued growth without root shock.
- Root suckers on any tree are not acceptable and must be properly pruned.
- Contractor shall coordinate with Landscape Architect and Owner to obtain prior approval for the selection of the specific specimens of all palms and trees of more than six feet in height. Contractor to supply photograph of trees prior to purchase and installation.

O. PLANT NOTES

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

P. FERTILIZATION

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

Agriform® 21-gram Tablets (SKU# 60026*; 500 tablets/case)

NEW Tree / Shrub Container Size

1 Gal	2 Gal	3 Gal	5 Gal	7 Gal	15 Gal	24" Box
1	1 to 2	2 to 3	2 to 5	7 to 10	15 to 24	

Installation: 1

• Place plant in the hole and backfill to half point.

• Do not place plants in the bottom of the planting hole.

• Place Agriform Tablets in the hole about 1 to 2 inches away from root tips.

• Finish filling the hole around the plant to grade level.

SCOTTS: 1-800-492-8255 or visit www.scottspromo.com

Q. SOD

- All areas disturbed during construction shall be sodded with St. Augustine 'Seville' unless otherwise noted.

These disturbed areas shall have proper irrigation established or re-established if they were disrupted or non-functional.

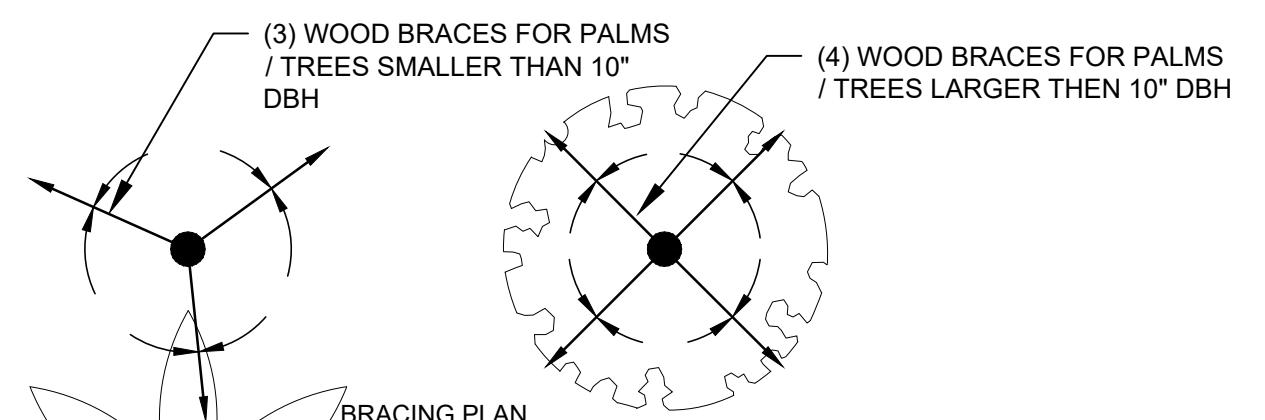
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NOTE:
 • REF. LP-001. LANDSCAPE NOTES, FOR ADDITIONAL REQUIREMENTS.
 • ROOT BALL SIZE FOR ALL TREES AND PALMS TO BE IN PROPORTION TO SIZE AND TYPE OF PALM PER FLORIDA GRADES AND STANDARDS FOR NURSERY PLANTS.

SABAL PALM PLANTING DETAIL

00 SECTION

NOT TO SCALE

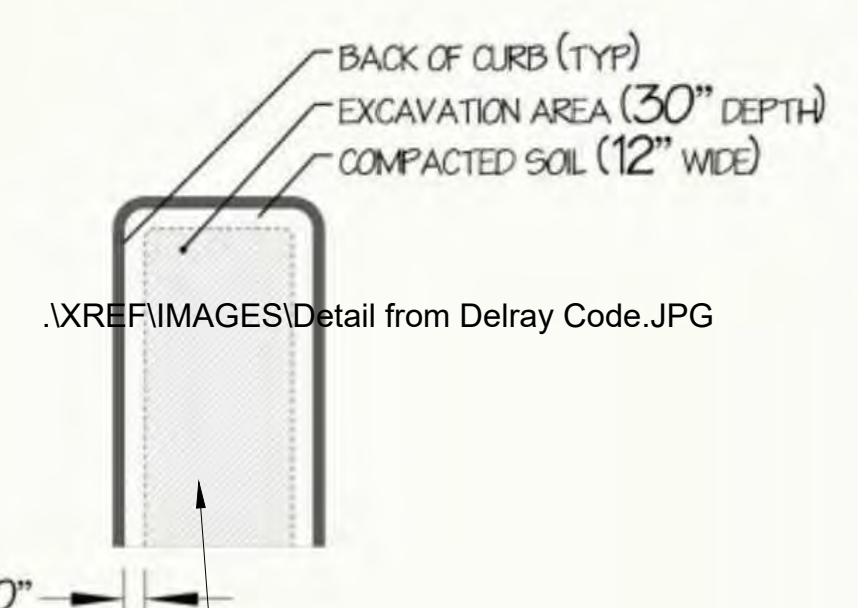


(3) WOOD BRACES FOR PALMS / TREES SMALLER THAN 10" DBH
 (4) WOOD BRACES FOR PALMS / TREES LARGER THAN 10" DBH
 BRACING PLAN
 NOTES:
 • FINAL TREE STAKING DETAILS AND PLACEMENT TO BE APPROVED BY LANDSCAPE ARCHITECT
 • ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION
 • (6) 2"X4"X12" WOOD BATTENS SECURED WITH (2) STEEL BANDS
 • (4) LAYERS OF BURLAP TO PROTECT TRUNK
 • MINIMUM OF (3) 4X4 WOOD BRACES. NAIL TO BATTENS (DO NOT PIERCE TRUNK) AND TO 2X4 STAKES. USE (4) 4X4 BRACES FOR TREES / PALMS OVER 10" DBH
 • 3" DEPTH SPECIFIED MULCH; 6" AWAY FROM TRUNK; MINIMUM 18" RADIUS AROUND TRUNK OF TREE
 • 4" HEIGHT CONTINUOUS SOIL BERM / RETENTION BASIN
 • 2X4X24" WOOD STAKE FIRMLY DRIVEN INTO UNDISTURBED GROUND; NAILED TO WOOD BRACES
 • BACKFILL WITH SPECIFIED PLANTING MIX; REF. LP-201, SECTION M; (FOR DATE PALMS, BACKFILL WITH CLEAN SAND)

EXCAVATION DETAIL

00 SECTION

NOT TO SCALE



EXISTING NATIVE SOIL WITHIN ALL LANDSCAPE ISLANDS, INTERIOR LANDSCAPE STRIPS AND PERIMETER LANDSCAPE STRIPS, ADJACENT TO VEHICULAR USE AREAS, SHALL BE EXCAVATED DOWN TO A DEPTH OF 30 INCHES BELOW EXISTING GRADE, EXCEPT FOR A 12-INCH BUFFER FROM THE INSIDE OF CURB OR PAVEMENT

LARGE TREE PALM PLANTING DETAIL

00 SECTION

NOT TO SCALE

CLEAR TRUNK HT (CT)

5'-0" MIN.
 10"

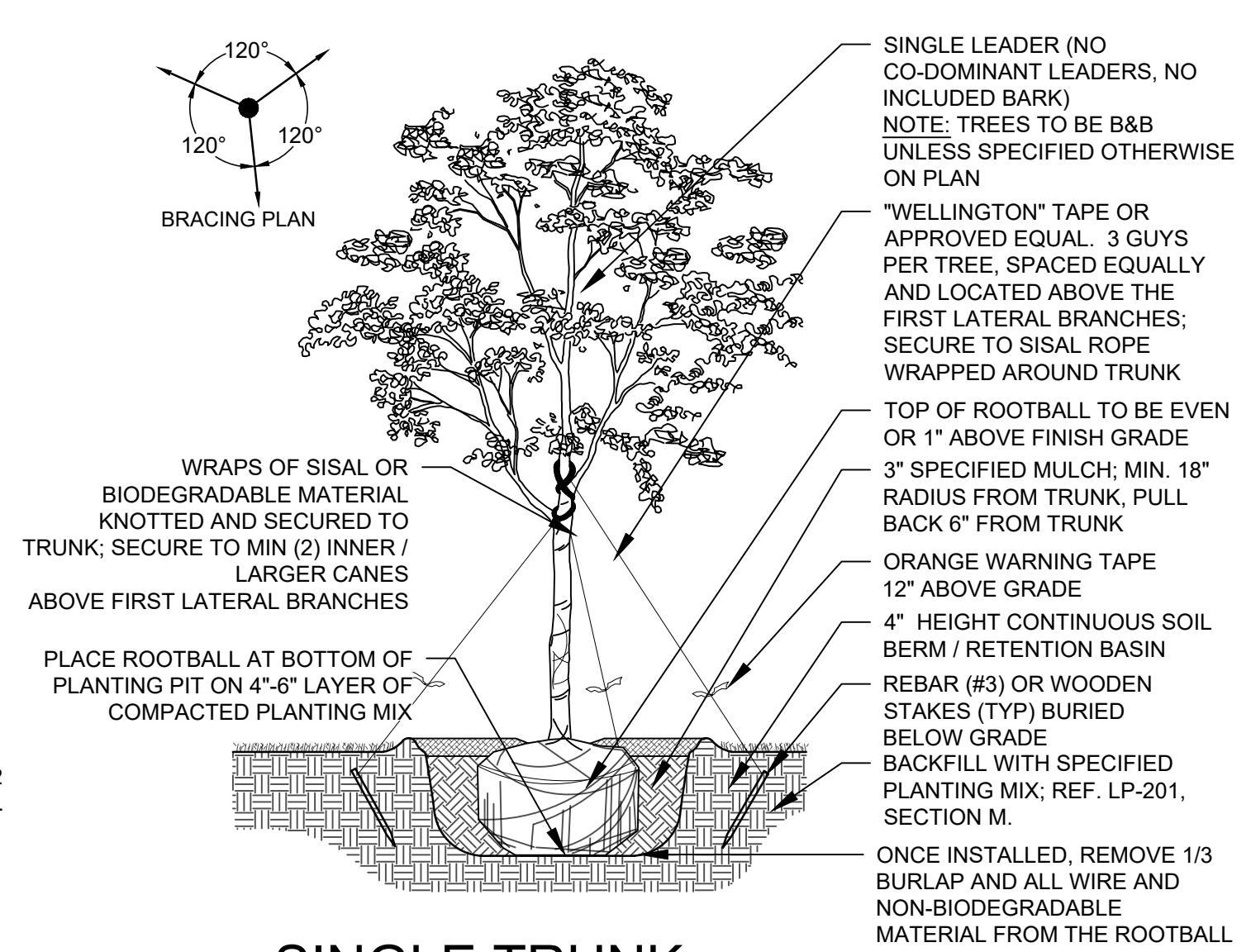
BACK OF CURB (TYP)
 EXCAVATION AREA (30" DEPTH)
 COMPACTED SOIL (12" WIDE)

.1XREF\IMAGES\Detail from Delray Code.JPG

MULTI-TRUNK TREE PLANTING DETAIL

00 SECTION

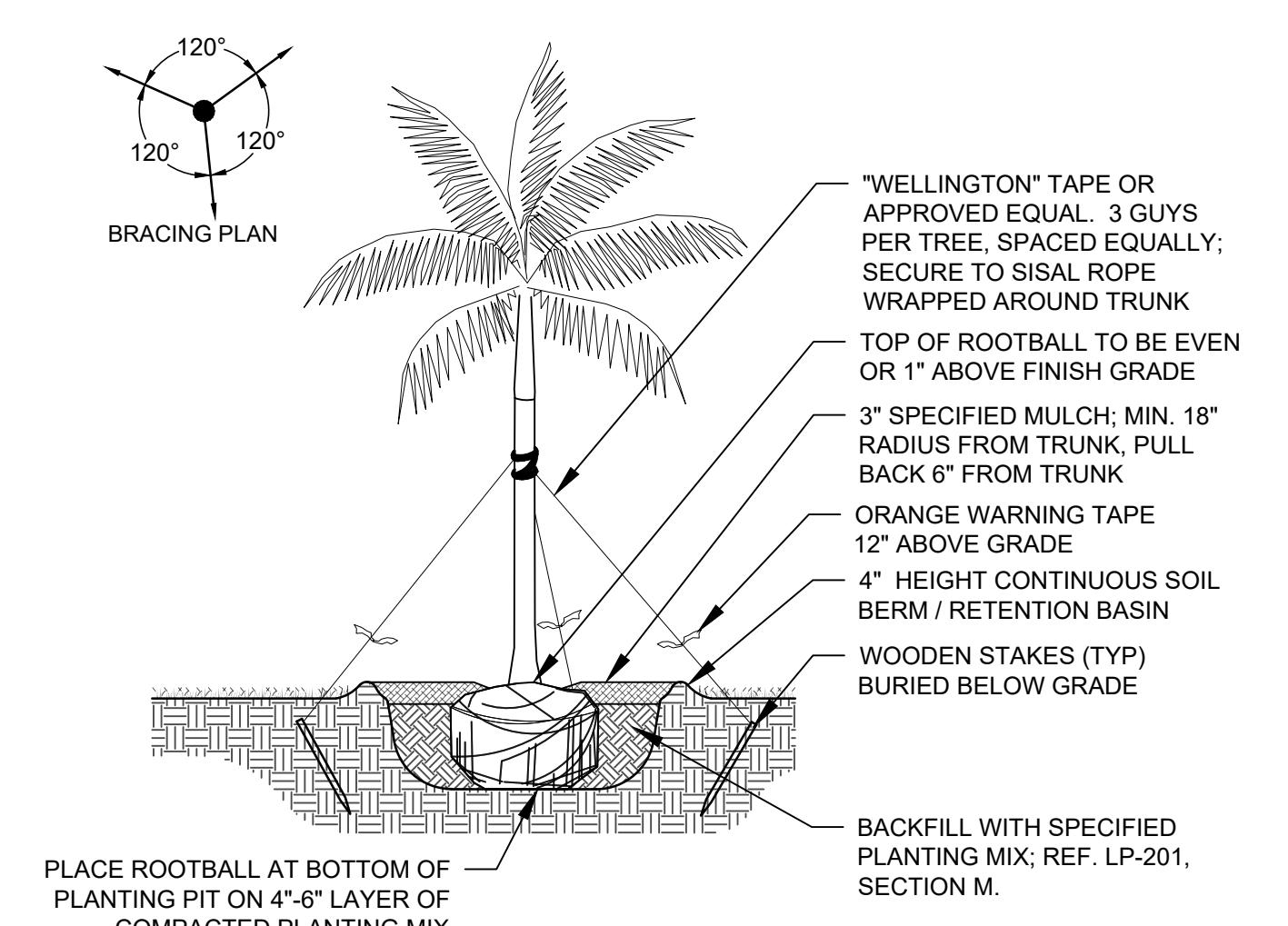
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SINGLE TRUNK TREE PLANTING DETAIL

00 SECTION

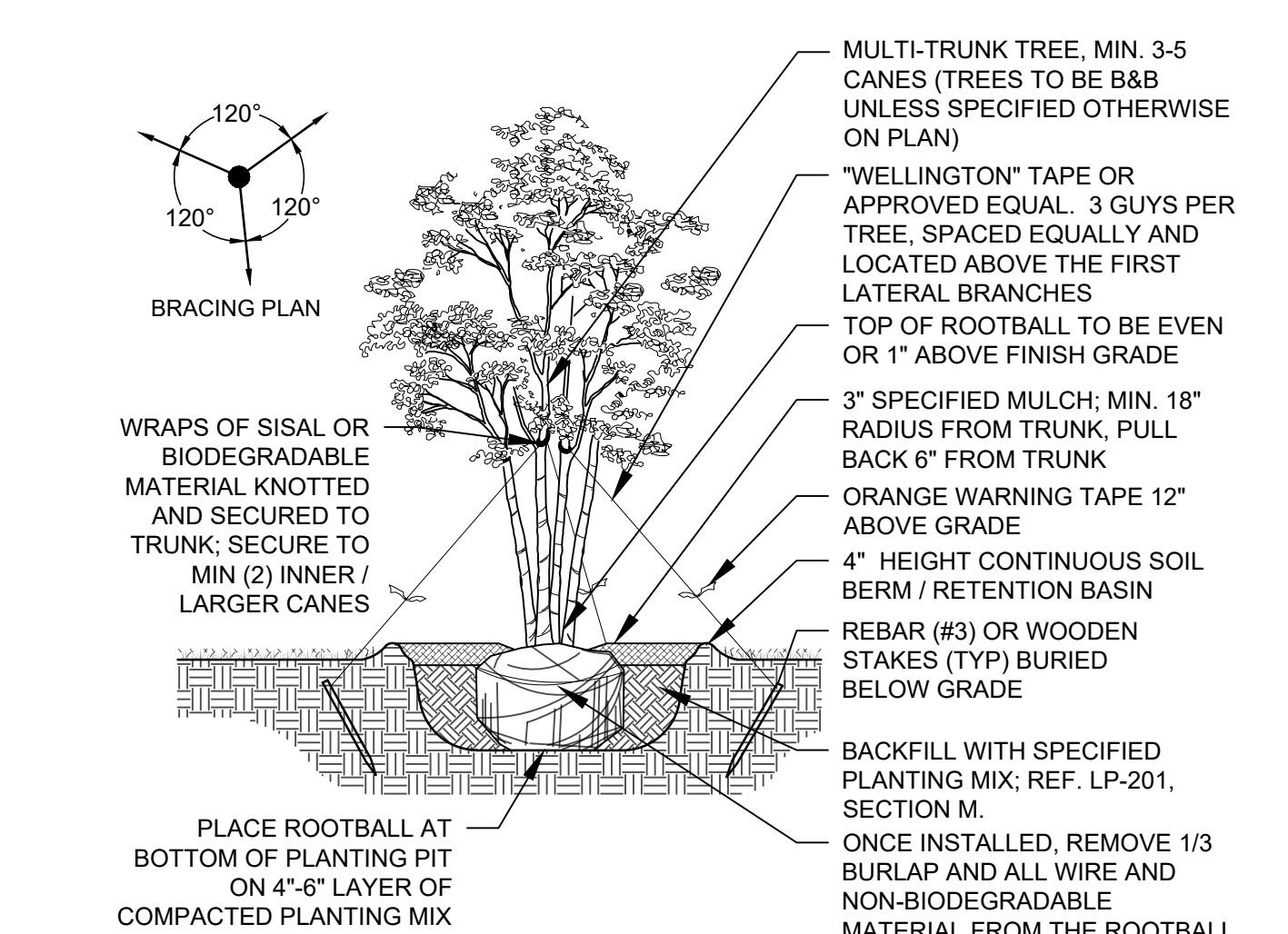
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SMALL / MEDIUM TREE PALM PLANTING DETAIL

00 SECTION

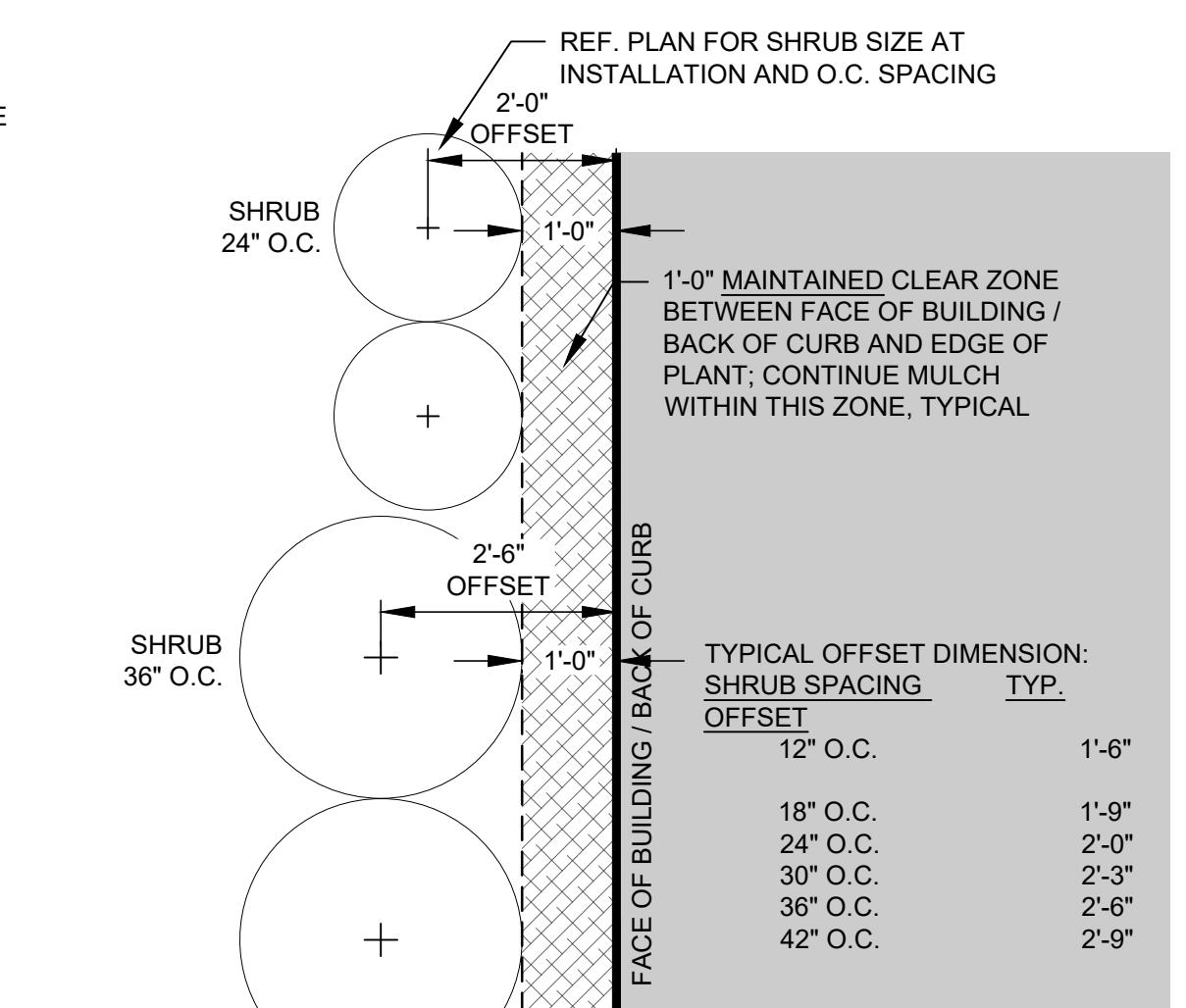
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SHRUB AND GROUNDCOVER PLANTING

00 SECTION

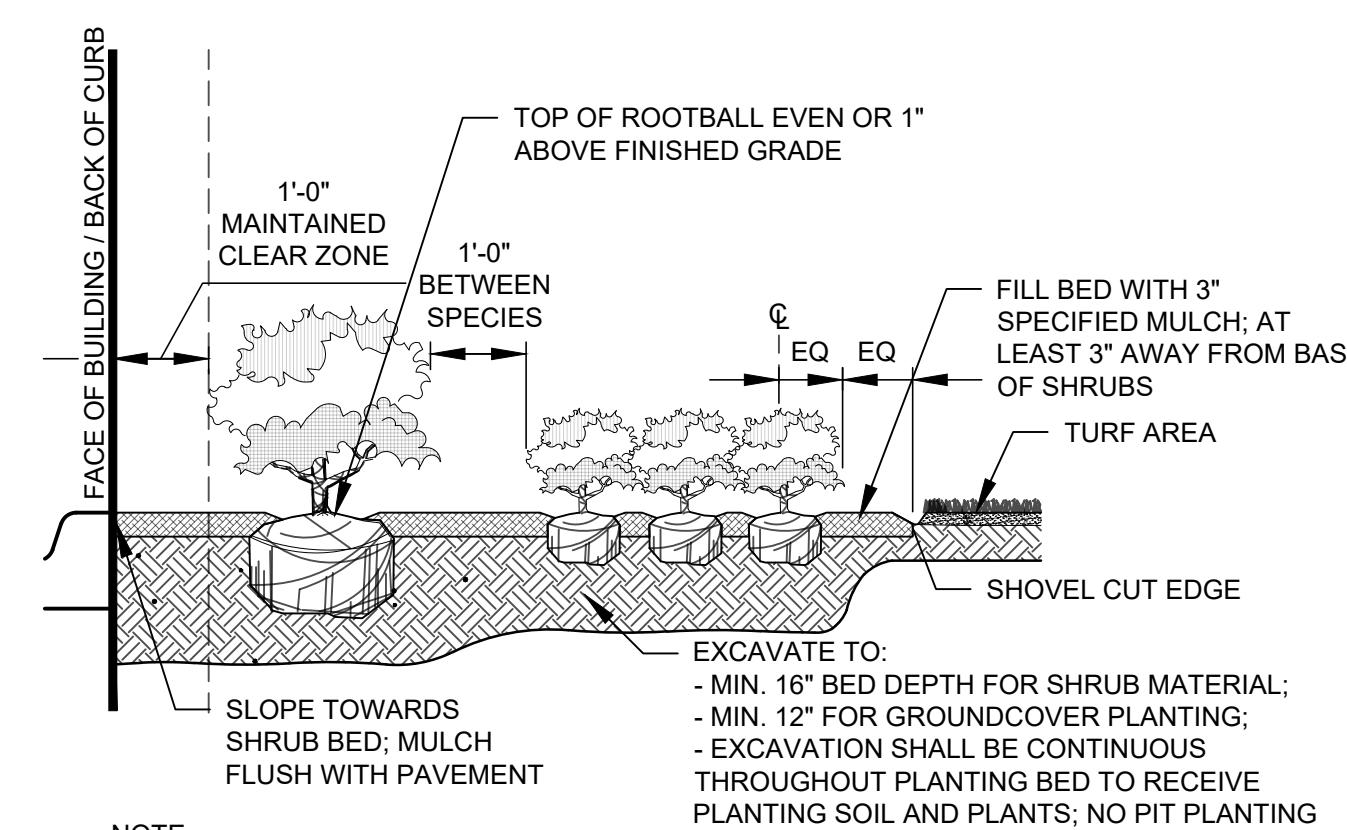
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TYPICAL SHRUB OFFSET AT BUILDING / CURB

00 PLAN

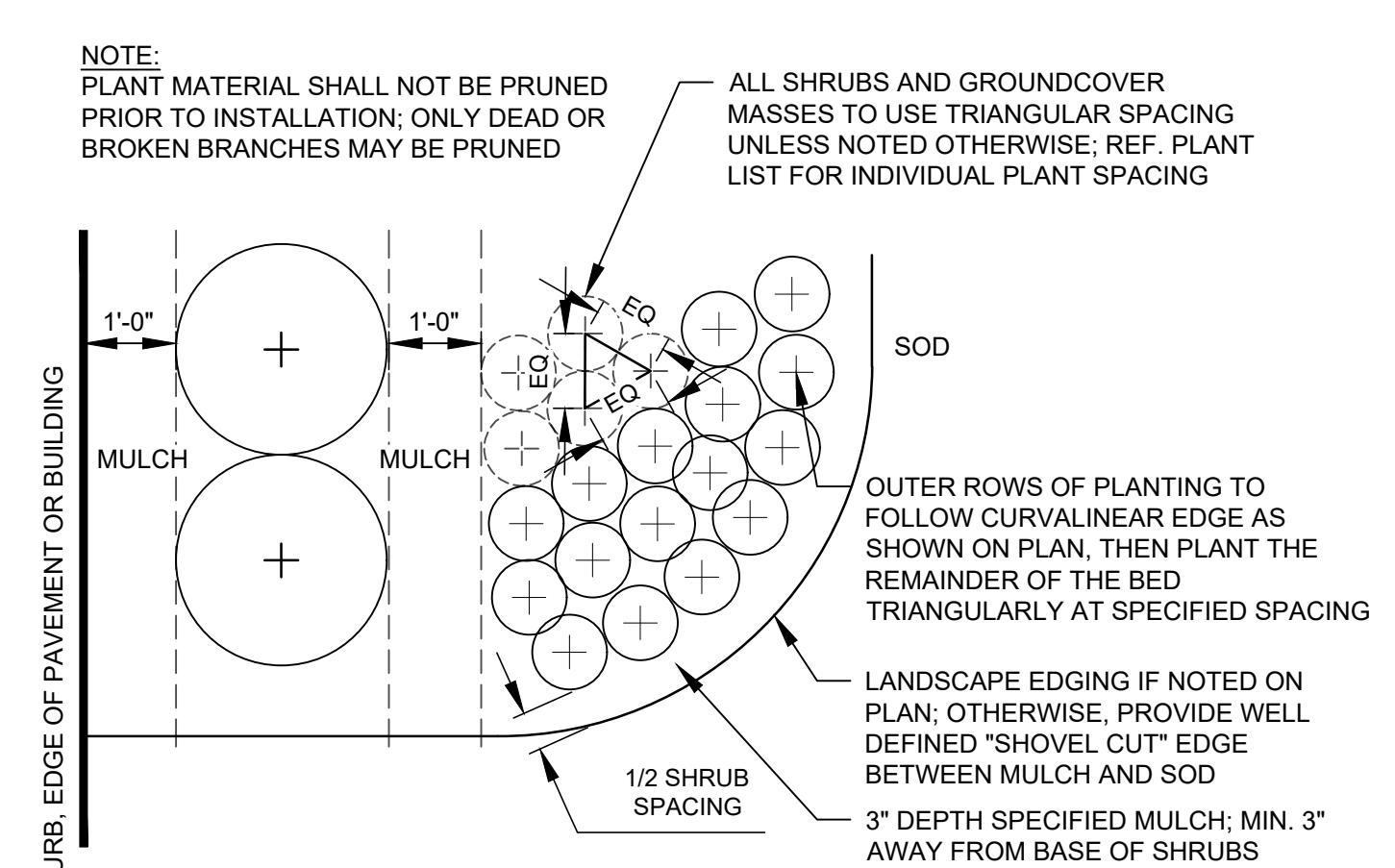
NOT TO SCALE



SHRUB AND GROUNDCOVER PLANTING

00 SECTION

NOT TO SCALE



SHRUB AND GROUNDCOVER PLANTING

00 PLAN

NOT TO SCALE

ALL EXISTING/PROPOSED ELEVATIONS SHOWN ARE BASED ON NAVD 1988

ANY TREES OR SHRUBS PLACED WITHIN WATER, SEWER OR DRAINAGE EASEMENTS SHALL CONFORM TO THE CITY OF DELRAY BEACH STANDARD DETAILS; LD 1.1 & LD 1.2.

KEITH

301 East Atlantic Boulevard
 Pompano Beach, FL 33060

PH: (954) 788-3400

Florida Certificate of
 Authorization # - 7928

BID / CONTRACT NO. :

REVISIONS

NO. DESCRIPTION DATE

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

DELRAY BEACH

SEABOARD AIRLINE
 RAILWAY STATION
 RESTORATION
 PROJECT

80 DEPOT AVE
 DELRAY BEACH

SCALE: AS NOTED

DATE ISSUED: AUGUST 6, 2021

DRAWN BY: AS

DESIGNED BY: MP

CHECKED BY: MP

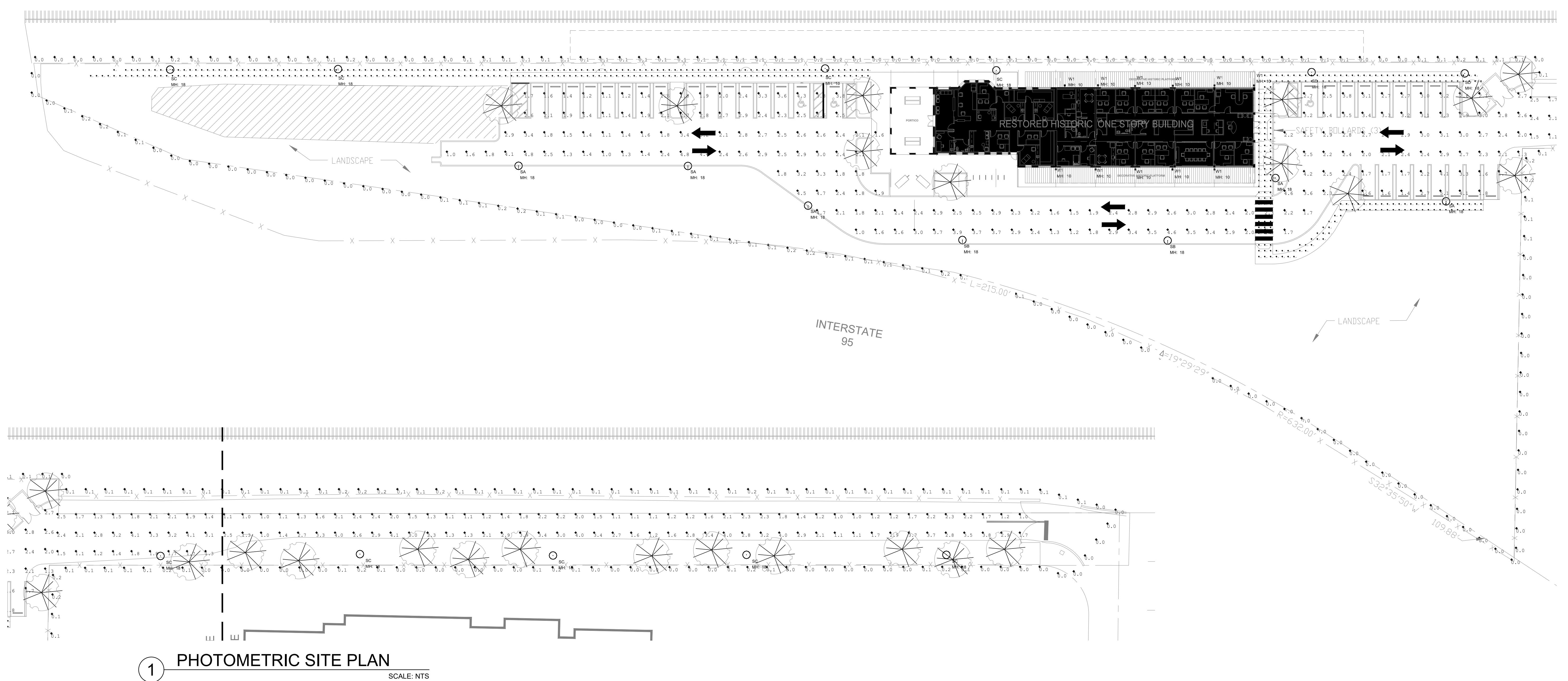
MICHAEL J. PHILLIPS, R.L.A.
 FLORIDA REG. NO. LA0001540
 (FOR THE FIRM)

SHEET TITLE

LANDSCAPE DETAILS

SHEET NUMBER

LP-501



1 PHOTOMETRIC SITE PLAN

SCALE: NTS

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
DRIVEWAY ENTRANCE	Illuminance	Fc	2.12	4.1	1.0	2.12	4.10
PARKING LOT	Illuminance	Fc	2.53	5.1	1.0	2.53	5.10
PROPERTY LINE AT 6FT AFG	Illuminance	Fc	0.06	0.2	0.0	N.A.	N.A.
SIDEWALK NORTH	Illuminance	Fc	2.09	6.4	0.6	3.48	10.67
SIDEWALK SOUTH	Illuminance	Fc	1.04	2.5	0.5	2.08	5.00

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	Lum. Watts	Arr. Watts
○	5	SA	SINGLE	11294	0.900	97.2	97.2
○	2	SB	SINGLE	11576	0.900	97.2	97.2
○	9	SC	SINGLE	6973	0.900	97.2	97.2
○	2	SD	SINGLE	6594	0.900	97.2	97.2
□	11	W1	Single	1204	0.900	16	16



DELRAY BEACH RAILWAY STATION RESTORATION PROJECT

80 DEPOT, DELRAY BEACH, Florida 33431

SCHEMATIC DESIGN

NOVEMBER 12, 2020

SCALE: 1/8" = 1' - 0"

DELRAY BEACH SEABOARD AIR LINE RAILWAY STATION SITE									
LIGHTING FIXTURE SCHEDULE									
TYPE	DESCRIPTION	MFR	CATALOG NUMBER	VOLTS	LAMPS	INPUT WATTS	MOUNTING	DIMMING (If Req)	REMARKS
SA	LED SITE LUMINAIRE	INVUE	ECM-E04-LED-E1-SL4-XX-XX-VA6158-XX	UNV	LED	97.2	18' POLE	0-10V	NOTE 1, 2
SB	LED SITE LUMINAIRE	INVUE	ECM-E04-LED-E1-SL3-XX-XX-VA6158-XX	UNV	LED	97.2	18' POLE	0-10V	NOTE 1, 2
SC	LED SITE LUMINAIRE	INVUE	ECM-E04-LED-E1-SL2-HSS-XX-XX-VA6158-XX	UNV	LED	97.2	18' POLE	0-10V	NOTE 1, 2
SD	LED SITE LUMINAIRE	INVUE	ECM-E04-LED-E1-SL3-HSS-XX-XX-VA6158-XX	UNV	LED	97.2	18' POLE	0-10V	NOTE 1, 2
W1	LED FAÇADE LUMINAIRE	BARN LIGHT	WHS18-1250LMN-DOME	UNV	LED	16	WALL		

Fixture Schedule Notes

NOTE 1: ADVISE FINISH

NOTE 2: FIXTURES MOUNTED ON 18' VALMONT ALUMINUM POLE #170840705T4-XX-FINISH

This item has been electronically signed by Jorge L. Fleitas, PE
on 08/04/2021 using a Digital Signature.

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



JOHNSON, AVENDAÑO, RODRIGUEZ, RAVALEWSKI
ENGINEERING GROUP, INC.
2510 NORTHWEST 97th AVE., SUITE 220
DORAL, FLORIDA 33172
TELEPHONE: (305) 594-0660, FAX: (305) 594-0907
www.jarw.com
STATE OF FLORIDA
CERTIFICATE OF AUTHORIZATION # 4290

RJ HEISENBOTTLE
ARCHITECTS
2199 PONCE DE LEON BLVD., SUITE 400
CORAL GABLES, FL 33134 TELEPHONE:
305/446-7799 FAX: 305/446-9275 FLORIDA
REGISTRATION NUMBER: AR 0010865

RESOLUTION NO. 86-05

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DELRAY BEACH, FLORIDA, RECOGNIZING PARAMEDIC PETER L. FIREHOCK BY NAMING THE FIRE-RESCUE TRAINING CENTER AT 80 DEPOT AVENUE IN DELRAY BEACH, FLORIDA, "THE PETER L. FIREHOCK PUBLIC SAFETY TRAINING CENTER"; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEALER; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Delray Beach desires to recognize and honor Paramedic, Peter L. Firehock, for his twenty-three (23) years of dedicated service to the City of Delray Beach; and

WHEREAS, Peter L. Firehock created the Delray Beach Fire Department's Dive Team and he trained hundreds of Fire Fighters in Delray Beach and neighboring municipalities; and

WHEREAS, Peter L. Firehock was a great leader and is being honored for his hard work, loyalty, dedication and service to the City of Delray Beach; and

WHEREAS, the City Commission desires to name the Fire-Rescue Training Center on 80 Depot Avenue in Delray Beach, Florida, in Peter Firehock's honor as "The Peter L. Firehock Public Safety Training Center"; and

WHEREAS, in the event the City no longer owns the property, then the City Commission and the Fire Chief agree to use their best efforts to honor Peter L. Firehock with another suitable memorial.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DELRAY BEACH, FLORIDA, AS FOLLOWS:

Section 1. The City Commission of the City Delray Beach recognizes Paramedic Peter L. Firehock for his leadership, dedication and service to the City for over twenty-three (23) years.

Section 2. The City Commission shall honor Peter L. Firehock by naming the Fire-Rescue Training Center currently located at 80 Depot Avenue in Delray Beach, Florida, "The Peter L. Firehock Public Safety Training Center".

Section 3. In the event the City no longer owns the property, then the City Commission and the Fire Chief desire to honor Peter L. Firehock with another suitable memorial.

Section 4. That this resolution shall become effective immediately upon its passage.

PASSED AND ADOPTED in regular session on this the 1st day of November,
2005.

Jeff Z. Lee
MAYOR

ATTEST:

Chand D. Nelson
City Clerk

CITY OF DELRAY BEACH

CITY ATTORNEY'S OFFICE



OK
OK
200 NW 1st AVENUE • DELRAY BEACH, FLORIDA 33444
TELEPHONE: 561/243-7090 • FACSIMILE: 561/278-4755

Writer's Direct Line: 561/243-7091

MEMORANDUM

DATE: October 19, 2005
TO: City Commission
David Harden, City Manager
FROM: Terrill C. Barton, Assistant City Attorney
SUBJECT: Resolution No. 86-05

JCB

Attached please find a resolution proposing to name the Fire-Rescue Training Center at 80 Depot Avenue in Delray Beach, Florida, the "Peter L. Firehock Fire-Rescue Training Center" in honor of Paramedic Peter L. Firehock

Please place this item on the October 25, 2005 Commission agenda for the Commission's consideration.

Thank you.

TCB:smk

cc: Chevelle Nubin, City Clerk

8G

RESOLUTION NO. 86-05

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DELRAY BEACH, FLORIDA, RECOGNIZING PARAMEDIC PETER L. FIREHOCK BY NAMING THE FIRE-RESCUE TRAINING CENTER AT 80 DEPOT AVENUE IN DELRAY BEACH, FLORIDA, "THE PETER L. FIREHOCK PUBLIC SAFETY TRAINING CENTER"; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEALER; PROVIDING AN EFFECTIVE DATE.

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Section 4. That this resolution shall become effective immediately upon its passage.

PASSED AND ADOPTED in regular session on this the day of , 2005.

M A Y O R

ATTEST:

City Clerk



Rimkus Building Consultants, L.L.C.
The Flatiron Building
927 E. New Haven Avenue, Suite 315
Melbourne, FL 32901

October 7, 2020

Kurt Waterman
Synergy NDS, Inc.
1400 Sarno Road
Melbourne, FL 32935

Claim No.: GC2020096996
Asset No.: 092001
Address: 80 Depot Avenue, Delray Beach, FL 33444
Rimkus File No: 100042144
Subject: **Report of Findings**

Dear Mr. Waterman:

The City of Delray Beach City, Florida reported that on February 25, 2020 the Delray Train Depot was damaged by fire. The Delray Train Depot is located at 80 Depot Avenue, Delray Beach, FL.

Rimkus Building Consultants, L.L.C. (Rimkus) was retained to evaluate the reported damage and provide a conceptual scope of repairs. The work to complete the assignment was conducted by Remy E. Phillip, E.I.T. This report was prepared under the direction of, and reviewed by, Craig Williams, P.E., Rimkus Engineer.

In the course of our work, we completed the items listed in the **Basis of Report** included in this report.

Conclusions

1. The damage to the building caused by the subject fire met the requirements to be classified as "substantial structural damage" as defined in the 2017 Florida Existing Building Code. Therefore, the repairs performed on the building would be required to meet current code requirements.
2. The damage to the building required that the existing structure be razed and replaced with a new structure.

Discussion

Structural Description

The Delray Train Depot was a one-story masonry, concrete and wood structure (**Photograph 1**). The building was constructed over a concrete slab-on-grade foundation. The exterior walls of the building were clad with stucco. The roof was covered with terracotta tiles and was framed with one wooden truss and four metal trusses. The interior walls were constructed of wood and covered with gypsum board.

According to the Palm Beach County Florida Property Appraiser website, the building was constructed in 1926 and was 6,562 square feet (sf) in gross area. For the purpose of the report, as well as consistency with property appraiser website, the building was divided into north and south sections. Throughout this report, the front of the building was referenced to face north.

Observations and Analysis

The Delray Train Depot was inspected to evaluate the fire damage reported to the building. The stucco on the exterior of the building was cracked and displaced in various locations (**Photographs 2, 3, and 4**). The brick parapet wall was broken on the east side of the building, consistent with damage caused by displacement of the roof framing (**Photograph 5**).

The roof over the south section of the building and the south end of the north section of the building had collapsed (**Photograph 6**). A portion of the roof framing remained in place above the north section of the building. The remaining roof framing was covered in soot and partially charred (**Photograph 7**). The wooden truss at the middle of the north section of the building was partially charred and a portion of a wood member was newly exposed indicating that a portion of the member had been dislodged. (**Photograph 8**). As wood burns, it is progressively converted to char above the charred-uncharred interface (or char base) temperature of 550 degrees Fahrenheit. Char is the ashed or “alligatored” remains of the burned wood that are considered to have negligible strength, i.e., no allowable mechanical properties. Thus, reduction in the strength of wood framing members, caused by fire and heat, does not generally occur until the temperature of the wood fibers reaches the heat threshold for charring. Therefore, structural elements with char should be reinforced or replaced in order to restore the integrity of the elements to their pre-damaged condition.

The southernmost steel truss above the north section of the building was warped and was no longer suitable for support of the roof framing (**Photograph 9**).

The roof above the south section of the building had mostly collapsed with only severely charred portions of some rafters remaining (**Photograph 10**). The interior wood framed walls were severely charred, and there was a significant amount of debris on the floor in the south section of the building (**Photograph 11**).

The damage to the building caused by the subject fire met the requirements to be classified as "substantial structural damage" as defined in the 2017 Florida Existing Building Code. Therefore, the repairs performed on the building would be required to meet current code requirements. While the undamaged portions of the building walls may be reinforced to meet these requirements, the cost of these upgrades would likely approach or exceed the cost to demolish the existing structure and construct a structure of similar size intended for the same use. Therefore, we concluded that the damage to the building required that the existing structure be razed and replaced with a new structure.

Photographs taken during our inspection, including photographs that were not included in this report, were retained in our files and are available to you upon request.

This report was prepared for the exclusive use of Synergy NDS, Inc. and was not intended for any other purpose. Our report was based on the information available to us at this time. Should additional information become available, we reserve the right to determine the impact, if any, the new information may have on our opinions and conclusions and to revise our opinions and conclusions if necessary and warranted.

Thank you for allowing us to provide this service. If you have any questions or need additional assistance, please call.

Sincerely,
RIMKUS BUILDING CONSULTANTS, L.L.C.

Craig A. Williams, P.E.
Florida Licensed Engineer No. 81819
Engineer



Attachments: Basis of Report, Photographs, Curriculum Vitae

This item has been digitally signed and sealed by Craig A. Williams, P.E., 81819, on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Basis of Report

1. Inspected and photographically documented the existing conditions of the Delray Train Depot on July 31, 2020.
2. Reviewed the Palm Beach County, FL Geographic Information System (GIS) website (<http://maps.co.palm-beach.fl.us/cwgis/papa.html>).
3. Reviewed the applicable sections in the 2017 Florida Existing Building Code.

October 7, 2020
Rimkus File No. 100042144

Photograph 1

A view of the north (front) and east elevations of the Delray Train Depot building.



Photograph 2

A view of broken and displaced stucco on the north elevation of the building.



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Photograph 3

There were cracks in the stucco at the northeast corner of the building.



Photograph 4

There was broken and displaced stucco above a door on the east side of the building. Note soot on the stucco at this location.



October 7, 2020
Rimkus File No. 100042144

Photograph 5

The brick parapet wall was broken on the east side of the building.



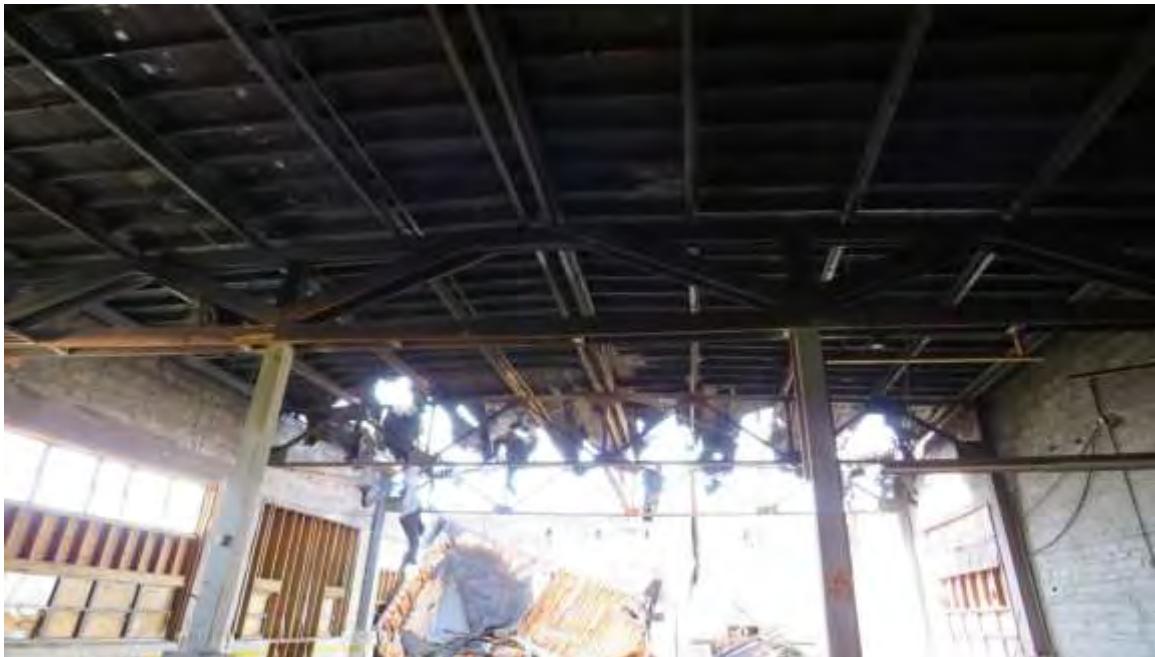
Photograph 6

The roof over the south section of the building and the south end of the north section of the building had collapsed.



Photograph 7

A portion of the roof framing remained in place above the north section of the building. The remaining roof framing was covered in soot and partially charred.



Photograph 8

The wooden truss at the middle of the north section of the building was partially charred and a portion of a wood member was newly exposed.



Photograph 9

The southernmost steel truss above the north section of the building was warped.



Photograph 10

The roof above the south section of the building had mostly collapsed with only severely charred portions of some rafters remaining.



Photograph 11

The interior wood framed walls were severely charred and there was a significant amount of debris on the floor in the south section of the building.



October 7, 2020
Rimkus File No. 100042144



Curriculum Vitae

Craig A. Williams, P.E.

Consultant
Property Division



Background

Mr. Williams earned his B.S. degree in Civil Engineering from the University of North Carolina at Charlotte. He is a registered professional engineer with over 15 years of structural engineering experience and specializes in the design and evaluation of residential and commercial properties.

Mr. Williams' engineering expertise extends to single- and multi-family residences, prefabricated metal building foundations, modular and mobile home foundations, commercial buildings, bridges, and other structures. He is skilled in identifying, diagnosing, and providing remediation plans for a variety of structural defects in residential, commercial, and industrial properties. He has designed with building construction materials of timber, steel, reinforced masonry, and concrete (reinforced and prestressed) to achieve proper gravity and lateral-resisting elements for wind and seismic loads based on the various model building codes.

At Rimkus, Mr. Williams' responsibilities include structural and construction evaluations, construction document and code compliance reviews, and water intrusion investigations. In addition, he evaluates cases focusing on construction vibration, roof and exterior wall cladding and swimming pools.

Professional Engagements

- Engineering Design/Analysis
 - Residential/Light Commercial – Charlotte, NC (2000-2008), Provided structural designs and calculations for numerous residential and light commercial projects.
 - Manufactured Homes – Charlotte, NC (2000-2008), Designed FHA/HUD compliant foundations.
 - Metal Buildings – Charlotte, NC (2000-2008), Designed foundations for prefabricated metal buildings for compliance with local codes and conditions.
- Engineering Inspections
 - Structural Inspections – North Carolina (2001-2008), Inspected standing structures during construction for code compliance and adherence to design documents
 - Real Estate Transfers – North Carolina (2001-2008), Inspected residences prior to real estate transfers for structural defects and provided repair recommendations for issues identified.

Contact Information

(704) 896-6227
cawillia@rimkus.com

5900 Harris Technology
Boulevard, Suite P
Charlotte, NC 28269

- Basements – North Carolina (2001-2008), Verified installation of reinforcing bars in concrete basement walls prior to placement of concrete.
- Transportation
 - US-21 Bridge – Rock Hill, SC (2009-2011), Project engineer responsible for performing and checking structural calculations of bridge crossing over the Catawba River. Reviewed shop drawings, wrote structural specifications, and performed quality assurance/quality control.
 - Railroad Bridge – Clemson, SC (2009-2011), Project engineer responsible for performing and checking structural calculations of bridge over SC-133. Reviewed shop drawings, wrote structural specifications, and performed quality assurance/quality control.
 - New US-17 Bridge – Mount Pleasant, SC (2009-2011), Project engineer responsible for performing and checking structural calculations of a new bridge for a grade separation for US-17 (Johnnie Dodds Boulevard) over Bowman Road. Reviewed shop drawings, wrote structural specifications, and performed quality assurance/quality control.

Forensic Engagements

- Claims Investigations
 - Inspected site conditions related to reported damage to a structure and determine the root cause of the damage
 - Inspected structures damaged by known causes (fire, tree impact, vehicle impact, etc.) to determine the limits of the damage to structures from the event, determine if the structure was repairable and provide a conceptual scope of repairs.
- Construction Defect Reports
 - Investigated failures in the materials or installation of the materials that resulted in damage to the structure.
- Roof and Exterior Wall Cladding Evaluations
 - Inspected exterior finishes for damage and determine the cause of the damage.
- Construction Vibration
 - Inspected structures reportedly damaged by ground vibrations from nearby construction activity. Determined if reported damage was consistent with the equipment used at the construction site and distance between the construction site and the reportedly damaged structure.
- Swimming Pool Assessments
 - Inspected damaged swimming pools and surrounding patios to determine the cause of the reported damage.

Professional Experience

- Rimkus Consulting Group, Inc. 2011 – Present
 - Consultant – Property Division

Responsible for structural and construction evaluations, construction document and code compliance reviews, and water intrusion investigations. Additional responsibilities include evaluations of construction vibration, roof and exterior wall cladding, swimming pools, slip/trip/fall incidents, and falls from high elevations.

- Triplett-King & Associates, Inc. 2009 – 2011
 - Project Engineer
Responsible for performing and checking structural calculations for bridge design projects including prestressed concrete and steel girders, pile foundations, bent caps, and columns. Significant projects include the US-21 bridge over the Catawba River in Rock Hill, SC, a railroad bridge over SC-133 in Clemson, SC, a new bridge for a grade separation for US-17 (Johnnie Dodds Boulevard) over Bowman Road in Mount Pleasant, SC, and various bridge projects in Charleston, SC, Kershaw County, SC, and York County, SC. Additional responsibilities included reviewing shop drawings, residential inspections, writing structural specifications, and quality assurance/quality control.
- Whitley Engineering, Inc. 2001 – 2008
 - Structural Engineer
Responsible for performing site visits and preparing reports concerning structural issues on residential and commercial projects. Report preparation included performing any necessary calculations, researching applicable codes, determining cause of structural issues, and recommending future actions to be taken. Additional responsibilities included structural reviews of residential and commercial plans, writing structural specifications, and training interns and assistants.
- Verna Engineering, PC 2000 – 2001
 - Engineering Intern
Responsible for performing structural designs of residential properties in the Charlotte, NC, area. Additional tasks included light industrial designs, roadway bridge designs, and structural inspections.

Education and Certifications

- Civil Engineering, B.S.: University of North Carolina at Charlotte (2000)
- Registered Professional Engineer: Florida, Georgia, Iowa, Missouri, North Carolina, South Carolina, Texas, Virginia, and West Virginia
- National Council of Examiners for Engineering and Surveying: Member

Continuing Education

- Annual coursework to maintain engineering licenses.

Publications