

Project Name: 25-00400069

Project Description: 5300 coconut creek parkway SITE PLAN

Review Comments List Date: 2/17/2026

Ref. # 39, Building, Marc Young, 12/2/25 4:04 PM, Cycle 1, Info Only

Comment: The plans and documents for DRC have been deemed acceptable. A full building code and compliance review will occur at the permitting stage.

Ref. # 4, Engineering, Paula Fonseca, 10/27/25 9:44 AM, Cycle 1, Info Only

Comment: ERC calculation is acceptable. Final ERC quantity to be reviewed during Engineering Permit.

Ref. # 6, Engineering, Paula Fonseca, 10/27/25 10:23 AM, Cycle 1, Info Only

Comment: Tree removal permit required as per Sec 40.704(N)(6)(f) which shall be obtained when completing Engineering Permit

Ref. # 35, Engineering, Paula Fonseca, 12/2/25 2:58 PM, Cycle 1, Question

Markup: Changemark note #01, ADOC - Traffic Statement.pdf

What is the purpose of the pedestrian pick up/drop-off area as proposed? The proposed area does not seem to be adequate as stated here; the location of this drop-off/pick-up area makes pedestrian walk through the middle of the queuing area for service.

Responded by: SPENCER THOMAS - 1/12/26 9:15 AM

Not Applicable. The pedestrian area has been taken off the site plan.

Ref. # 36, Engineering, Paula Fonseca, 12/2/25 3:05 PM, Cycle 1, Info Only

Markup: Changemark note #01, CIVIL - C5.0 SITE PLAN.pdf

Drainage is private.

Ref. # 38, Engineering, Paula Fonseca, 12/2/25 3:42 PM, Cycle 1, Question

Comment: Master Parking Plan: clarify if there are any short-term parking areas for online orders and/or pick-up at store.

Responded by: SPENCER THOMAS - 1/8/26 10:23 AM

There is no walk up window. The only short term parking area is the rideshare space for drop-off / pick-up of employees. Food can only be pick up through the drive-through.

Ref. # 47, Planning, Andrew Pinney, 2/2/26 3:21 PM, Cycle 2, Unresolved

Markup: Changemark note #01, LAND-L1.01.pdf

Medium trees must be setback at least 20ft from overhead utilities, per Sec. 40.704(F)2 ULDC

Replace with category 3 trees, per Sec. 40.704(F)1.c ULDC

c. Where overhead utilities are pre-existing and in conflict with the installation of required trees, a smaller category of tree may be planted at an increased frequency in lieu of the category 1 shade tree requirement and as follows:

i. One (1) category 2 tree shall be planted for every twenty-four (24) linear feet of frontage; or

ii. One (1) category 3 tree shall be planted for every eighteen (18) linear feet of frontage.

Ref. # 48, Planning, Andrew Pinney, 2/2/26 3:21 PM, Cycle 2, Unresolved

Markup: Changemark note #02, LAND-L1.01.pdf

Within the perimeter landscape strip described above, each abutting property shall plant one (1) shade tree along the common property line for every for every seventy-five (75) linear feet or fractional part thereof. Such shade trees shall be located with consideration given to the trees provided by the abutting property, so that adequate spacing is provided between the trees.

Sec. 40.704(G) ULDC

If using palms to satisfy this requirement, plans must identify palm species, and plantings must meet criteria of Sec. 40.704(E)1.b ULDC

Ref. # 49, Planning, Andrew Pinney, 2/2/26 3:41 PM, Cycle 2, Unresolved

Markup: Changemark note #01, LAND-L1.03.pdf

All plant material utilized shall be Florida Fancy or better, as specified by Grades and Standards for Nursery Plants, Parts I and II, Florida Department of Agriculture and Consumer Services, as amended.

Sec. 40.704(E)1a ULDC

Ref. # 55, Planning, Andrew Pinney, 2/10/26 8:51 AM, Cycle 2, Unresolved

Markup: Changemark note #01, CIVIL - C5.2 SITE DETAILS.pdf

The sign (combined with the sign structure) may not exceed six (6) feet in height and may not exceed forty-two (42) square feet in area.

Sec. 40.706(H)1.b.iii.c. ULDC

Ref. # 56, Planning, Andrew Pinney, 2/10/26 8:51 AM, Cycle 2, Unresolved

Markup: Changemark note #02, CIVIL - C5.2 SITE DETAILS.pdf

The electronic messaging portion may not exceed twenty-five (25) per cent of the total sign area.

Sec. 40.706(H)1.b.i.d. ULDC

Ref. # 57, Planning, Andrew Pinney, 2/10/26 9:07 AM, Cycle 2, Unresolved

Markup: Changemark note #01, CIVIL - C5.1 SITE DETAILS.pdf

Max height for directional sign is 4ft.

Sec. 40.706(F)7.b. ULDC

Ref. # 58, Planning, Andrew Pinney, 2/10/26 9:07 AM, Cycle 2, Unresolved

Markup: Changemark note #02, CIVIL - C5.1 SITE DETAILS.pdf

Max area for directional sign is 4sqft.

Sec. 40.706(F)7.a. ULDC

Ref. # 9, Traffic, Lisa Bernstein, 11/12/25 3:43 PM, Cycle 1, Unresolved

Comment:

The Traffic Statement refers to the project as Delray Donuts. Please clarify if that it the business name or if it is a Dunkin Donuts.

Comment to be addressed at technical review.

Reviewer Response: Lisa Bernstein - 2/3/26 12:47 PM

Traffic Statement refers to the project as both Delray Donuts and Dunkin. Please pick one.

Responded by: SPENCER THOMAS - 1/12/26 9:17 AM

Business name is Dunkin, client is Delray Donuts

Ref. # 11, Traffic, Lisa Bernstein, 11/12/25 3:44 PM, Cycle 1, Unresolved

Comment:

A typical Dunkin Donuts gets a large volume of drive-thru traffic. A queuing analysis should be performed to verify there will not be a queue back up. Vehicle length in queuing analyses is 25 feet, not 20 feet to account for the space between bumpers. Please provide a queuing analysis.

Comment to be addressed at technical review.

Reviewer Response: Lisa Bernstein - 2/3/26 12:48 PM

The queuing analysis assumes a 40 second service time. If breakfast sandwiches are served this time will be longer. Please provide an accurate service time that accounts for food service. This is usually in the range of 120 to 160 seconds, sometimes more. Queuing Analysis should follow the ITE Transportation and Land Development, 2nd Edition, Chapter 8 queuing formula. Please include the formula, all assumptions and documentation in the analysis.

Responded by: SPENCER THOMAS - 1/8/26 3:33 PM

Queue length has been adjusted and a queuing analysis has been provided in the updated traffic report.

Ref. # 13, Traffic, Lisa Bernstein, 11/12/25 3:45 PM, Cycle 1, Unresolved

Comment:

For Figure 3, driveway trips shall be shown as the total amount of trips entering and exiting the site with no deductions. As the project is within a shopping center, the shopping center access locations are the project driveways. The figure does not show the correct access locations for the site. There are not two (2) driveway connection from the north side of the site to Coconut Creek Parkway. There is a right-in, right-out on the west side, with access from the rear of the site and a shopping center drive east of the site with a right-in, left-in, right-out connections. Please clarify the driveways with respect to the site. Please revise the figure for the correct volumes. Please omit separate figures for pass-by trips, as driveways include all trips.

Comment to be addressed at technical review.

Reviewer Response: Lisa Bernstein - 2/3/26 12:49 PM

Comment remains. Figure 3 is not applicable as these should be driveway trips with no deductions.

Responded by: SPENCER THOMAS - 1/8/26 4:23 PM

The figures have been updated as requested.

Ref. # 14, Traffic, Lisa Bernstein, 11/12/25 3:45 PM, Cycle 1, Unresolved

Comment:

The site plan shows the existing ATM as becoming a pedestrian drop-off and pick-up zone, with a pedestrian walkway. Will vehicles park and wait while someone walks up for their food?

Please explain this operation in detail.

Comment to be addressed at technical review.

Reviewer Response: Lisa Bernstein - 2/3/26 12:49 PM

Response states that the ATM and pedestrian drop off has been removed. The space remains for what purpose? The open area will have vehicles parked in it. Please provide "NO PARKING" signing and marking.

Responded by: SPENCER THOMAS - 1/8/26 3:55 PM

There will be no pedestrian drop off zone and no walk up window. The only service is through the

drive through were customers must be in a car to be served.

Ref. # 15, Traffic, Lisa Bernstein, 11/12/25 3:46 PM, Cycle 1, Unresolved

Comment:

The single bollard in the unused bank drive-thru lane is not sufficient. Please provide more of a visible deterrent for that lane.

Comment to be addressed at technical review.

Reviewer Response: Lisa Bernstein - 2/3/26 12:50 PM

Response states that the ATM and pedestrian drop off has been removed. The space remains for what purpose? The open area will have vehicles parked in it. Please provide "NO PARKING" signing and marking.

Responded by: SPENCER THOMAS - 1/8/26 3:55 PM

As discussed at DRC, there will be no bollard and the lane will be opened for an extra bypass lane. This eliminates the worry of drivers hitting the bollard.

Ref. # 16, Traffic, Lisa Bernstein, 11/12/25 3:46 PM, Cycle 1, Unresolved

Comment: Further comments may be generated upon resubmittal.

Reviewer Response: Lisa Bernstein - 2/3/26 12:50 PM

Comment remains.

Responded by: SPENCER THOMAS - 1/8/26 4:23 PM

Acknowledged.

Ref. # 50, Traffic, Lisa Bernstein, 2/3/26 12:50 PM, Cycle 2, Unresolved

Comment:

Please provide documentation for the distribution. It does not match the current roadway information.

Ref. # 51, Traffic, Lisa Bernstein, 2/3/26 12:50 PM, Cycle 2, Unresolved

Comment:

The distribution does not provide for any outbound vehicles going north or south. Please include the distribution for these directions.

Ref. # 52, Traffic, Lisa Bernstein, 2/3/26 12:51 PM, Cycle 2, Unresolved

Comment: Figure 6, there are no Figures 4 and 5, is confusing as the ins and outs do not match the distribution. In addition, why are there negative numbers? The driveway volumes shall be the total project trips based on the distribution (please see distribution comment).

Ref. # 53, Traffic, Lisa Bernstein, 2/3/26 12:51 PM, Cycle 2, Unresolved

Comment:

In the figures the shopping center access to SR 7 connects to the south end of the site, not further away. Please revise.

Ref. # 54, Traffic, Lisa Bernstein, 2/3/26 12:51 PM, Cycle 2, Unresolved

Comment:

Queuing Analysis refers to Delray Donuts. Please be consistent with the project name. Please include queue length on the site plan.