

**Project Name: 25-00400048**

**Project Description: DRC MARGATE DAYCARE 830**

Review Comments List Date: 11/18/2025

Ref. # 4, Building, Richard Nixon, 7/24/25 1:46 PM, Cycle 1, Info Only

Comment: Plans are DRC approved from the Building Department; however, the plans were not reviewed for building code compliance.

Ref. # 13, Engineering, Paula Fonseca, 8/14/25 10:10 AM, Cycle 1, Info Only

Comment: Please review and complete the uploaded "Assignment of Developers Rights Template" file to transfer the ERCs to the new property owner. Consider that this document shall be signed by City Manager and Mayor and does not have to be completed prior to DRC approval.

Ref. # 24, Engineering, Paula Fonseca, 11/3/25 2:45 PM, Cycle 1, Info Only

Comment: Review and complete the uploaded "Assignment of Developers Rights Template" file to transfer the ERCs to the new property owner. This document shall be completed during Engineering Permit and signed by City Manager and Mayor.

Ref. # 17, Traffic, Lisa Bernstein, 9/17/25 11:04 AM, Cycle 2, Unresolved

Comment:

For the AM and PM Peak Hours, the trip generation equations have an R-Square value less than 0.75. The Average Rate should have been applied and not the Fitted Curve. Please revise. Please provide trip generation documentation.

Reviewer Response: Lisa Bernstein - 10/23/25 9:39 AM

*The trip generation states it is from the 12th Edition. There is no documentation from the ITE Trip Generation Web-based App. In reviewing the values from the 12th Edition, they are different. Please use the 12th Edition values and include the ITE documentation for LUC 565 in the Appendix. Table 1 has Weekday and AM Peak Hour. Please separate the PM Peak Hour from the AM table heading.*

Responded by: Raymond Baladi - 10/9/25 2:09 PM

*New traffic report submitted to address comments*

Ref. # 18, Traffic, Lisa Bernstein, 9/17/25 11:19 AM, Cycle 2, Unresolved

Comment:

The trip generation is calculated using the number of students yet the parking is calculated based on the number of employees. As this is a day care for children 5 and under, they will have to be walked in, meaning drop-off and pick-up will need to park. Students shall be used as the independent variable.

The ITE Parking, 6th Edition, for 132 students requires 37 spaces using the Fitted Curve and requires 45 spaces for the 85-Percentile.

The 19 spaces are less than required.

Please provide documentation for the parking analysis.

Reviewer Response: Lisa Bernstein - 10/23/25 8:30 AM

*The parking analysis is for 46 arriving vehicles, staying 10 minutes per vehicle with 16 available spaces due to staff parking. It states there are 12 staff, that would leave 11 spaces (there are 24 total spaces with ADA) and 1 ADA space which may not get used. There is only one (1) lane through the drive aisle. The Erlang C model is not explained and states there is less than 1% probability that a vehicle will not find a space. If all 16 spaces are occupied in the first 10 minutes, which is possible at a day care, where will the other arriving vehicles store. If they*

*store in the drive aisle, parked vehicles will not be able to back out. A management plan should be provided to handle vehicle stacking in the ROW.*

Responded by: Raymond Baladi - 10/9/25 2:09 PM

*New traffic report submitted to address comments*

Ref. # 19, Traffic, Lisa Bernstein, 9/17/25 11:29 AM, Cycle 2, Unresolved

Comment: The information provided for the parking assessment does not include any documentation for the Erlang C model on how it is to be used or where it comes from. In the case of a day care where parents/guardians have to park to drop-off and pick up, a queuing analysis should be provided to ensure vehicles will not back up into the ROW.

Reviewer Response: Lisa Bernstein - 10/23/25 8:30 AM

*There is no information on the Erlang C model or enough information on the calculations. No queuing information was provided as requested, though upon checking the the queuing values exceed the probability values. A management plan should be provided to handle vehicle stacking in the ROW.*

Responded by: Raymond Baladi - 10/9/25 2:09 PM

*New traffic report submitted to address comments*

Ref. # 20, Traffic, Lisa Bernstein, 9/17/25 11:38 AM, Cycle 2, Unresolved

Comment:

With two (2) access drives to the site and everyone rushing to find a parking space, there will be many conflict points and potential queuing on to the access road. Vehicles may come from both the north and south and there will cause issues with finding a parking space.

A one-way loop should be considered with the north drive as the in (stop controlled to enable queuing) and the south drive as the out. This is a recommendation, not a requirement.

Reviewer Response: Lisa Bernstein - 10/22/25 12:00 PM

*The site plan provided does not include signing and marking to indicate one-way traffic. There are two (2) arrows shown on the driveway, yet double stacking will not allow for parking maneuvers. The vehicles will have to enter single file to park and get out and may queue into the ROW. Please include detailed signing and marking on the site plan.*

Responded by: Raymond Baladi - 10/9/25 2:09 PM

*New traffic report submitted to address comments*

Ref. # 22, Traffic, Lisa Bernstein, 10/23/25 8:49 AM, Cycle 3, Unresolved

Comment: For the distribution, if you look at Florida Traffic Online, the station to the north of the project, 867491, South of Atlantic, the AADT is 56,000 and the station, south of Southgate, 869426 (please correct station number) has an AADT of 50,000. The volume north of Southgate is 56,000 and south of it is 50,000. The distribution would be 53% from the north (heading south) and 47% would be from the south (heading north). Please revise.

Ref. # 23, Traffic, Lisa Bernstein, 10/23/25 8:53 AM, Cycle 3, Unresolved

Comment: For Exhibit 2. Trip Distribution, the entering southbound percent is shown as 47% and the exiting northbound percent is shown as 53%. The outbound traffic percent should be the same as the inbound percent for each direction as stated in the text. Please revise the exhibit after the distribution is revised.

Ref. # 33, Traffic, Lisa Bernstein, 11/17/25 3:17 PM, Cycle 1, Unresolved

Comment: Please separate the AM and PM Peak Hours in Table 1. The Table is labeled AM Peak Hour for both.

Ref. # 25, Zoning, Andrew Pinney, 11/13/25 12:11 PM, Cycle 1, Unresolved

Markup: Changemark note #01, L-1.pdf  
Hedge required in this area, per Sec. 40.704(F)1.a. ULDC

Aerial photo shows a hedge, but it is not depicted on the plan. Was it removed?

Ref. # 26, Zoning, Andrew Pinney, 11/13/25 12:46 PM, Cycle 1, Unresolved  
Markup: Changemark note #02, L-1.pdf  
Hedge required in this area, per Sec. 40.704(I) ULDC

Aerial photo shows a hedge, but it is not depicted on the plan. Was it removed?

Ref. # 27, Zoning, Andrew Pinney, 11/17/25 11:17 AM, Cycle 1, Question  
Markup: Changemark note #01, SP-1 - v2.pdf  
Does applicant proposed one-way traffic circulation in this area?

Ref. # 28, Zoning, Andrew Pinney, 11/17/25 11:18 AM, Cycle 1, Question  
Comment: Where will the mechanical equipment be installed?

Ref. # 29, Zoning, Andrew Pinney, 11/17/25 11:27 AM, Cycle 1, Unresolved  
Comment: Dimension all awnings and overhangs.

Ref. # 30, Zoning, Andrew Pinney, 11/17/25 12:35 PM, Cycle 1, Info Only  
Comment:  
Section 2.11 Solar, Wind, and other Green Technologies CRA Building Design Regulations (CRA BDR)

"Solar panels and wind turbines are encouraged to be installed on building rooftops as a means of subsidizing energy bills for businesses and producing clean energy, thereby reducing fossil fuel emissions. Property owners are encouraged to inquire with the C.R.A. regarding any currently-funded cost-sharing programs."

Ref. # 32, Zoning, Andrew Pinney, 11/17/25 12:39 PM, Cycle 1, Unresolved  
Comment:  
Section 3.10.2 Roofs Over Entrances CRA Building Design Regulations (CRA BDR)  
"Primary and secondary entrances to all regulated building types within the C.R.A. are required to have protected coverings of at least three feet in depth."

Secondary entrances have no coverings.

Required by Sec. 40.301(A)1.g. ULDC