

**City of Coconut Creek
Sustainable Development Department
Planning and Zoning Division**

Project: City of Margate - Marquesa Residential Comments

Date: August 13, 2019

The following comments are provided as requested. Comments are not a formal review but rather, reflect inquiries and suggestions.

General

1. The subject property has a TOC-C zoning designation per the City of Margate zoning map. The use as proposed appears in conflict with permitted uses in the TOC-C. Please elaborate on what additional applications have been proposed by the developer and approved by the City to allow the use as proposed.
2. TOC-C development standards encourages pedestrian-friendly design that promotes a street environment with public open spaces, sustainable construction, mixed-uses and variety in housing options in lieu of conventional gated multi-family development as proposed by the applicant.
3. Recommend revision or other traffic calming measure for driveway on north. Driveway appears to be over 1,000 feet of unobstructed roadway. This design typically acts as a cut-through or raceway for speeding vehicles which may further pose conflicts with resident access. Is the road limited to school buses, waste services and resident access?
4. Recommend enhanced landscaping or the installation of "landscaped green screens" between the southwest building and commercial parking to prevent intrusion of vehicle headlights.
5. Recommend enhanced pedestrian network within the site. Residents from the residential buildings must cross through the parking lot without a dedicated path to access the recreation areas, pool and clubhouse.
6. Recommend pedestrian connection from the site to the sidewalk along Banks Road.
7. Project perimeter at Banks Road is an FPL utility easement. Recommend re-review of this area to provide for the landscaped urban greenways envisioned and identified in the TOC-C standards.

Lizet Aguiar
Principal Planner

Transportation / Traffic

1. Based on initial review of the Traffic Impact Study, prepared by Thomas A. Hall, Inc. and dated February 21, 2019, the following cursory comments are provided.
 - a. Based on the City's Roadway Maintenance Map, it appears that the full intersection of Banks Road and Coconut Creek Parkway is under the jurisdiction of the City of Coconut Creek. The existing conditions of the intersection reveal that only one (1) of the four (4) legs of the pedestrian crosswalks (eastern side north/south direction) is constructed of stamped asphalt. Harmonizing the existing pavement and infrastructure conditions should be required. Furthermore, the future residential development proposed at this site will generally increase pedestrian activity along the "Education Corridor". As such, a condition of approval for the

TOC should have the developer be responsible for the design, permitting, construction and acceptance of the off-site patterned pavement enhanced crosswalks (stamped asphalt) at the other three (3) legs of the subject intersection;

- b. Additional off-site conditions of approvals: The Banks Road/Coconut Creek Parkway intersection improvements should include the design, construction and acceptance of new curb cut ramps, pedestrian activation devices that are ADA compliant and LED Countdown Pedestrian Signals to aid in pedestrian crossing activity;
- c. Span wire is currently being used to support the traffic signals at the intersection of Banks Road and Coconut Creek Parkway. Traffic signal mast arm replacement is highly suggested as a condition of approval;
- d. A Broward County Transit (BCT) designated bus stop is located along the property frontage of Coconut Creek Parkway. The Site Plan prepared by HSQ Group includes a westbound Coconut Creek Parkway designated bus bay, however, the site plan does not provide a full bus rider shelter. The Site Plan should be revised to include the design, permitting, construction and acceptance of a full bus rider shelter and should be a condition of approval. The perpetual maintenance of the shelter shall be the responsibility of the adjacent property owner. A bus shelter easement shall be provided if sufficient right-of-way is not available for a bus rider shelter;
- e. A Broward County Transit (BCT) designated bus stop is located along the property frontage of southbound Banks Road. The Site Plan prepared by HSQ Group does not illustrate bus rider shelter to be constructed at this location. The Site Plan should be revised to include the design, permitting, construction and acceptance of a full bus rider shelter on Banks Road and should be a condition of approval. The perpetual maintenance of the shelter shall be the responsibility of the adjacent property owner. A bus shelter easement shall be provided if sufficient right-of-way is not available for a bus rider shelter;
- f. Based on the Site Plan prepared by HSQ Group, Inc, the driveway connection on southbound Banks Road includes accessory structures (trash compactor) within the driveway reservoir. The overall height of the structure was not provided. The design team shall not compromise the safe sight distance triangle required at the driveway as a result of the trash compactor or any accessory structure and the site plan shall illustrate the safe sight distance dimensions at this driveway;
- g. Provide a narrative on how the solid waste collection will operate as it appears that regular service will be in conflict with the vehicle operation of the Banks Road driveway connection;
- h. Provide a narrative on how the gate operation will function on the northern segment of the Site Plan's access driveway that provides a vehicle connection from Banks Road. The site plan shall dimension vehicle stacking on this driveway and illustrate the call box or provide a narrative on how the gate access will operate;
- i. The design team should dimension the vehicle queuing and stacking at the main driveway and all secondary driveways. Provide a narrative from the Traffic Engineer that the peak hour trip generation will not result in vehicle stacking or queuing onto public streets;
- j. Provide a turning movement template on the main driveway and illustrate how designated guest vehicles are to turn around or exit if they are denied gate access;

- k. The Traffic Impact Study (Appendix A) relies on the peak hour traffic data from the Broward County Metropolitan Planning Organization (MPO). As a result, there are no site specific traffic counts or turning movement counts for the intersection of Coconut Creek Parkway and Banks Road. The design team's Traffic Engineer shall include an intersection analysis to include the existing and proposed impact on the adjacent roadway's Average Daily Trips (AADT), Capacity, Level of Service (LOS) and Turning Movement Counts;
- l. The Traffic Impact Study (Appendix A) relies on the peak hour traffic data from the Broward County Metropolitan Planning Organization (MPO). The peak hour traffic LOS assigned to Coconut Creek Parkway east of State Road 7/441 is LOS D with a 2040 project of LOS F. The design team's Traffic Engineer shall provide an analysis of the existing and projected LOS for the segment of Coconut Creek Parkway adjacent to the site;
- m. The Traffic Impact Study (Appendix A) includes traffic data that is not relevant to the project site (intersections of Copans Road/Dixie Hwy, Sample Road/Sawgrass Expressway, Hammondville Road E. of I-95, etc.). Site specific traffic data shall be included in the report and illustrate peak hour traffic data from roadway segments that are a maximum of one-mile from the project site;
- n. The Traffic Impact Study's Table 1 provides for the existing Coconut Creek Center to be assigned to 179,000 s.f. of shopping center and the respective Institute of Transportation Engineers' (ITE) trip generation. However, Tables 2, 3 and 4 that illustrate existing trip generation, AM Peak and PM peak only accounts for 73,516 s.f. of the 179,000 s.f. of shopping center. Please provide a narrative on the justification of this data;
- o. The design team should provide a student enrollment certification and the tabulation for the two (2) schools: Private School (K-8) and Private School (K-12) in order to confirm the trip generation calculations. Table 2 suggest the Private School (K-8) is assigned 3,740 daily trips with only 796 AM peak and 237 PM Peak. What are the school pick up and drop off hours? The Peak hour of the generator shall weigh the average vehicle trip generation rate during the AM and PM peak hours. The highest volume of site traffic during the AM and PM period shall be illustrated. Provide site specific traffic data that reflects the AM and PM peak hour trip generation for each of the private schools;
- p. The traffic engineer states an overall reduction in trip generation from existing to proposed conditions. However, the Traffic Impact Study's Tables 5, 6 and 7 illustrate the proposed trip generation based on the several new land uses. Changes in land use and/or intensity are not explained or justified and they include removing Medical Office with new uses such as a Church and the proposed development is not providing for any "Shopping Center" trips. The design team shall provide a Site Plan of the adjacent parcel to the west along with a tabulation of the existing and proposed land use square footage assigned to the remaining structures of the "Coconut Creek Center" in order to confirm the suggested trip reduction;
- q. Projected turning movements shall be analyzed by the Traffic Engineer. Specifically, the Banks Road driveway may require restrictions to be limited to right in/right out and modifications to the existing median on Banks Road may be required. An incident analysis of the reported crashes at this driveway shall be completed;
- r. The site plan shall include all existing and adjacent driveway connections on Banks Road and Coconut Creek Parkway along with all existing median openings on Coconut Creek Parkway as well as Banks Road;

- s. Lastly, the intersection of Banks Road and Coconut Creek Parkway ranks in the top ten of top vehicular incident locations within the City of Coconut Creek. An incident analysis of the reported crashes at this intersection shall be completed. Restricting E/B Coconut Creek Parkway at Banks Road vehicular U-turn movements may be required, based on the analysis.

Michael Righetti
Senior Project Manager