



HSQ GROUP, LLC.
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September 19, 2024

City of Coconut Creek
 Department of Sustainable Development
 Development Review Committee
 4800 West Copans Road
 Coconut Creek, FL 33063

Re: Project Name: **MAINSTREET – ROADWAY SITE PLANS**
 Project process: **SITE PLAN APPROVAL**
 HSQ Project Number: **1803-32**
 Location: **City of Coconut Creek, Broward County**

Dear All:

OVERVIEW:

GSR RE Partners, LLC (“Petitioner”) is the contract purchaser of the +/- 200 acre parcel generally located on the west side of Lyons Road between Wiles Road and West Sample Road (“Johns Parcel”) in the City of Coconut Creek (“City”), and the owner of the +/-6.9 acre parcel platted as the Lyons Commons Plat (“Lyons Parcel”). The Johns Parcel and Lyons Parcel are collectively referred to herein as the “Property” and are further identified by the folio numbers listed below:

| | | | |
|----------------|----------------|----------------|----------------|
| 4842 1801 0160 | 4842 1801 0240 | 4842 1801 0310 | 4842 1801 0360 |
| 4842 1801 0480 | 4842 1801 0250 | 4842 1801 0320 | 4842 1801 0370 |
| 4842 1801 0210 | 4842 1801 0260 | 4842 1801 0330 | 4842 1801 0390 |
| 4842 1801 0220 | 4842 1801 0270 | 4842 1801 0340 | 4842 1801 0170 |
| 4842 1801 0230 | 4842 1801 0280 | 4842 1801 0350 | 4842 1825 0010 |

The Property has a future land use designation of Regional Activity Center (“RAC”) and is currently zoned PMDD, Planned MainStreet Development District. Petitioner is proposing to develop the Property with a mixed-use project that includes a variety of residential dwellings, commercial uses and open space (“Project”).

On August 26, 2010, the City adopted Ordinance 2006-006 approving the Mainstreet @ Coconut Creek DRI (“DRI Development Order”) for the Property. The DRI Development Order provides approval for the following uses, subject to site plan review and approval demonstrating that the actual mix of residential, office, and commercial uses proposed is consistent with the City’s Mainstreet Design Standards:

- Commercial Uses: 1,625,000 square feet of gross floor area
- Office Uses: 525,000 square feet of gross floor area
- Residential: 3,750 residential units.

The City approved a DRI Amendment and PMDD Rezoning Application in order to allow for the Project. The PMDD Rezoning application proposes the following maximum development program:

- 540 Villas and Townhomes with a maximum of 2-stories;
- 880 Multifamily Units with a maximum of 5-stories;
- 875 Multifamily Units with a maximum of 8-stories;
- 105,000 square feet of Commercial Use;
- 15,000 square feet of private recreation; and
- City Civic space.

At this time, Petitioner is seeking site plan approval the public roadways associated with the master plan to include NW 40th Street, City Market Avenue, Banks Road, NW 48th Avenue, Cullum Road, NW 54th Avenue and NW 54th Terrace.

SITE DENSITY:

This property consists of multiple roadways within the MainStreet property, which have been designed in accordance with the approved street sections in the MainStreet PMDD. This application does not include any buildings or request for density approvals.

BUILDING ARCHITECTURE:

This application does not include any buildings for approval.

SITE ACCESS AND TRAFFIC:

This application includes detailed information for the roadway network to include roadway cross sections, access to adjacent parcels, landscape design, roadway lighting, bike paths, pedestrian paths and utility locations.

BUFFERS AND AMENITIES:

The proposed streetscapes are designed to provide parallel parking where feasible and appropriate, wide multi-use paths with street trees and landscaping located between the vehicular use area and the pedestrian/cyclist areas where possible, in order to create a safe and pleasant environment. Further, the roadway network provides access to the many planned MainStreet recreational amenities, such as the Village Green/MainStreet Square, Main Plaza, Johns Park, FPL Linear Park, and many pocket parks. The adjacent buffers and amenities are illustrated on the plans for reference only and are subject to a separate site plan application for approval of the MainStreet Greenspace.

DRAINAGE AND WETLANDS:

The overall site is located within in the Cocomar Drainage District. The district requires 15% lake/water surface area. The master drainage plan provides the necessary storm water quantity and quality for this development within the lakes, dry detention areas, wetlands, and canals. The roadways utilize inlets and underground pipes to connect to the master drainage system lakes.

UTILITIES:

The proposed roadways plans include the master water, sewer, reclaimed water, electric, cable conduit, and drainage pipes serving the MainStreet community. The water and sewer utilities are provided by the City of Coconut Creek utilities department. The Mainstreet community is master planned to provide water and sewer to each use. The property also has re-use water for irrigation purposes. All other dry utilities such as electric and cable are under ground. Site lighting is designed to



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meet City code criteria. The utilities and lighting are shown on the plans in coordination with parking and landscaping to avoid site conflicts.

CONCLUSION:

The roadways are part of the overall MainStreet master plan. The plans and details provided are necessary to establish the framework of the MainStreet area and to serve the adjacent parcels with a consistent theme for the sustainable development. The developer is requesting approval of the site plan to meet the needs of the future residence of Mainstreet. Please see the attached submittal for more details.

If you have any questions or require additional information, please do not hesitate to call our office.

Sincerely,
HSQ GROUP, LLC.

A handwritten signature in black ink that reads "Jay Huebner".

Jay Huebner, P.E., A.I.C.P.



SITE PLAN CHECK LIST

All items must be checked and addressed **BEFORE** submittal.

| REQUIREMENT CHECKLIST | | |
|---|--|---|
| | Checklist / Documents | File Name and Type SQ# - Sequential Numbers, see User Guide |
| GENERAL PART 1 | <input checked="" type="checkbox"/> Pre-DRC meeting <i>prior</i> to submittal | |
| | <input checked="" type="checkbox"/> Gather Application information (Property info, agent info, etc.) | |
| SUPPORTING DOCUMENTS PART 2 | <input checked="" type="checkbox"/> Letter of transmittal (list docs submitted) INCLUDE detail summary of request | Transmittal.pdf |
| | <input checked="" type="checkbox"/> Legal description (if current survey is not provided) | Legal Description.pdf |
| | <input checked="" type="checkbox"/> Proof of Ownership (BCPA, Bill of Sale, Warranty Deed) | Ownership.pdf |
| | <input checked="" type="checkbox"/> Agent authorization from property owner | Authorization.pdf |
| | <input checked="" type="checkbox"/> Description of developer interest, if different than owner | Developer Interest.pdf |
| | <input checked="" type="checkbox"/> Justifications statement demonstrating that the site plan meets the aesthetic design criteria as established in the City's Land Development Code Section 13-37 (<i>please see following page for form</i>) | Aesthetic Design.pdf |
| PLAN DOCUMENTS PART 3 | <input type="checkbox"/> Signed and sealed survey | SQ#-SURV-Project Name.pdf |
| | <input type="checkbox"/> Recorded Plat (24x36) | SQ#-PLAT-Project Name.pdf |
| | <input checked="" type="checkbox"/> Site plan submissions shall be prepared in accordance with the standards established in the City's Land Development Code Section 13-548 "Required form and information on site plan," (1) through (4). Applicant shall follow these standards. Refer to Municode at the following link: http://library.municode.com/HTML/10928/level4/PTIICOOR_CH13LADECO_ARTIIIZORE_DIV5SIPLRERE.html#PTIICOOR_CH13LADECO_ARTIIIZORE_DIV5SIPLRERE_S13-547REPR | <i>Refer to e-Plan User Guide for the proper naming and order</i> |
| | <input checked="" type="checkbox"/> Sustainable Building requirements https://www.municode.com/library/FL/coconut_creek/codes/code_of_ordinances?nodeId=PTIICOOR_CH13LADECO_ARTIIIZORE_DIV2ZOCLGERE_S13-320GRBUCCO | <i>To be included in the site plan package</i> |
| *** Refer to User Guide for the complete description for the proper File Naming Convention *** | | |
| FEES | | |
| | \$2000 Base fee | |
| | \$ 100 Per acre over 10 acres | |





SITE PLAN AESTHETIC DESIGN CRITERIA

Please fill out the following in COMPLETE DETAIL, a restatement does not satisfy code requirements.

| AESTHETIC DESIGN CRITERIA (Section 13-37) | |
|--|--|
| 1. | <p><i>Harmonious and efficient organizations.</i> The site plan shall be organized harmoniously and efficiently in relation to topography, the size and type of plot, the character of adjoining property, and the type and size of buildings. The site will be developed to facilitate orderly development of surrounding property.</p> <p>The proposed master roadway site plan is part of the master planned community known as MainStreet. The proposed roadway network is purposefully designed to comply with the street section requirements within the MainStreet PMDD guidelines. The intent and purpose of the roadway sections of the MainStreet PMDD is to inform the overall development organization and planning of the district, and to ensure a cohesive, pedestrian oriented urban environment that incorporates significant public open space and opportunities for a successful mix of uses. The overall development program allows 540 Villas and Townhomes with a maximum of 2-stories; 880 Multifamily Units with a maximum of 5-stories; 875 Multifamily Units with a maximum of 8-stories; 105,000 square feet of Commercial Use; 15,000 square feet of private recreation; and City Civic space. The proposed roadway network is designed to harmoniously connect these approved uses through pedestrian and cyclist oriented streetscapes and roads. More specifically, the proposed streetscapes are designed to provide parallel parking where feasible and appropriate, and wide multi-use paths with street trees and landscaping located between the vehicular use area and the pedestrian/cyclist areas, where possible, in order to create a safe and pleasant environment in a harmonious and orderly development pattern.</p> |
| 2. | <p><i>Preservation of natural state.</i> Desirable vegetation or other unique natural features shall be preserved in their natural state when practical. Tree and soil removal and filling of natural watercourses shall be minimized.</p> <p>The overall MainStreet development is designed to preserve the existing wetlands located in the northeastern portion of the overall property. The existing site is farm land with little mature vegetation and is not currently being utilized for farming purposes. The proposed roadway design incorporates the necessary drainage infrastructure to enhance the natural flow of water and maintain the interconnectivity of the surrounding properties. The wetland preserve will also be restored and enhanced with a wide preserve transition zone including a depressed swale and raised berm with a continuous hedge and upland native buffer plantings along the east side of the Cypress wetland, adjacent to the proposed NW 48th Avenue roadway.</p> |
| 3. | <p><i>Enhancement of residential privacy.</i> The site plan shall provide reasonable visual and sound privacy for all adjacent dwelling units. Fences, walks, barriers and vegetation shall be arranged for protection and privacy.</p> <p>The proposed roadway network is designed to enhance residential privacy with the separation of vehicular use areas from the residential areas provided through wide multiuse paths, parallel parking, and street trees/landscape strips. Additional separation is provided within the site plan for each residential block with low knee walls to establish the private areas.</p> |
| 4. | <p><i>Emergency access.</i> Structures and other site features shall be arranged to permit practical emergency vehicle access to all sides of buildings.</p> <p>No buildings are proposed in conjunction with the roadway master site plan approvals. The roadway system provides safe and convenient emergency access from the existing road network to each development block within MainStreet. Fire truck access plans are included, which show that practical emergency access is provided throughout the master roadway network.</p> |
| 5. | <p><i>Access to public ways.</i> Every structure and dwelling unit shall have access to a public street, walkway or other area dedicated to common use.</p> <p>The proposed roadway design provides vehicular, bicycle and pedestrian access to the surrounding public streets and public transportation. As part of the larger MainStreet Project, a Greenway is proposed along the perimeter of the Property adjacent to Wiles Road and Lyons Road to provide pedestrians and cyclists a comfortable area for movement along the major roadways that define the perimeter of the MainStreet development area. A +/- 1.0 acre Main Plaza is proposed on the north side of 40th Street immediately west of the Commercial Mixed-Use to link the residential and non-residential uses through open space. The Main Plaza also connects to the FPL Easement, which will be improved as a passive linear park. Lakes are proposed along the north and south sides of the FPL Easement to improve the pedestrian experience within the park and also serve drainage needs. The passive linear park in the FPL easement will provide a pleasant pedestrian-oriented open space connection from the Main Plaza to the wetland preserve and to the City Market Avenue/Main Street roadway to access the Village Green. The proposed interconnected open space and pedestrian network will provide opportunity for an active lifestyle defined by options for community interaction and engagement and</p> |



| | |
|-----|---|
| | access to natural recreation opportunities. The site plan offers connections from the residential buildings to these areas for the safe enjoyment of future residents. |
| 6. | <p><i>Pedestrian circulation. A pedestrian circulation system shall be provided which is separate from the vehicular circulation system.</i></p> <p>The proposed roadway master site plan includes a complete pedestrian circulation system with wide multiuse paths or sidewalks proposed on both sides of all street sections. In addition, the master planned community provides multinodal paths interconnecting all uses and public open spaces. More specifically, a Greenway is proposed along the perimeter of the Property adjacent to Wiles Road and Lyons Road to provide pedestrians and cyclists a comfortable area for movement along the major roadways that define the perimeter of the MainStreet development area. A +/- 1.0 acre Main Plaza is proposed on the north side of 40th Street immediately west of the Commercial Mixed-Use to link the residential and non-residential uses through open space. The Main Plaza also connects to the FPL Easement, which will be improved as a passive linear park. Lakes are proposed along the north and south sides of the FPL Easement to improve the pedestrian experience within the park and also serve drainage needs. The passive linear park in the FPL easement will provide a pleasant pedestrian-oriented open space connection from the Main Plaza to the wetland preserve and to the City Market Avenue/Main Street roadway to access the Village Green. The proposed interconnected open space and pedestrian network will provide opportunity for an active lifestyle defined by options for community interaction and engagement and access to natural recreation opportunities. The circulation allows for direct access to public transportation and public sidewalks to adjacent properties.</p> |
| 7. | <p><i>Design of access and egress drives. The location, size, and numbers of ingress and egress drives to a site will be designed to minimize the negative impacts on public and private streets and on adjacent property.</i></p> <p>The proposed master planned community provides for multiple access drives together with additional turn lanes and signalized intersections to improve the accessibility and safety for vehicles and pedestrian traffic. Primary entry points are provided from Sample Road and Lyons Road and a secondary entrance shall be provided from Wiles Road. A grid pattern has been created and designed to ensure that adequate emergency vehicle circulation is accommodated.</p> |
| 8. | <p><i>Coordination with off-site vehicular and pedestrian circulation systems. The arrangement of rights-of-way or easements for vehicular and pedestrian circulation shall coordinate the pattern of existing and planned streets and pedestrian or bicycle pathways in the area.</i></p> <p>The proposed design circulation system allows for access to other internal Mainstreet uses as well as the surrounding uses. The proposed master planned community provides for multiple access locations to adjacent commercial uses and major roadways. The internal multiuse paths provide for access to all adjacent uses to include parks, schools, restaurants and retail.</p> |
| 9. | <p><i>Stormwater control. Protective measures shall ensure that removal of stormwater runoff will not adversely affect neighboring properties or the public storm drainage system. Provisions shall be made for construction of wastewater facilities including grading, gutters, and piping to direct stormwater and prevent erosion. Surface water on all paved areas shall be collected at intervals which do not obstruct vehicular or pedestrian traffic.</i></p> <p>The proposed site is in the Cocomar drainage district which has requirements for on site lakes. This particular roadway site plan provides the backbone of the drainage system with drainage connections to the adjacent properties allowing them to flow thru Mainstreet to the Cocomar canal system. All the water from Mainstreet flows North past Wiles Road. The internal drainage design has positive drainage system to quickly move the rainwater from the streets into the proposed lakes and canals to avoid temporary ponding during rain events.</p> |
| 10. | <p><i>Exterior lighting. Location, type, size and direction of exterior lighting shall not glare or direct illumination which interferes with adjacent properties or safety of public rights-of-way.</i></p> <p>The proposed lighting is designed to meet City code requirements.</p> |
| 11. | <p><i>Protection of property values. Elements of a site plan shall be arranged to have minimum negative impact on values of adjoining property.</i></p> <p>The proposed roadway master site plan is part of the Mainstreet master plan which has been designed as a sustainable community that will have a positive impact on the surrounding communities. MainStreet is in an ideal infill location with adjacent uses providing existing commercial, educational and entertainment opportunities including the Promenade at Coconut Creek Shopping Center, the Seminole Casino Coconut Creek, and Monarch High School. MainStreet is designed to provide a mix of living options including villas, townhomes, apartments, and luxury condominiums with convenient pedestrian access to shopping, entertainment, institutional, civic, and recreational uses. The community is designed to be pedestrian and bicycle friendly with bike paths, wide sidewalks, greenway walking paths, and tree-lined streets. MainStreet will promote green development and sustainability principles for land development and building construction, and will have a positive impact to the surrounding areas.</p> |



DEPARTMENT OF SUSTAINABLE DEVELOPMENT
4800 WEST COPANS ROAD
COCONUT CREEK, FLORIDA 33063



Note: All responses to this checklist are to reflect efforts ABOVE minimum code requirements.

| LAND DEVELOPMENT CODE - Section 13-320: Green Building Construction | |
|---|--|
| GREEN STANDARDS | DESCRIPTION (description of use in development) |
| 13-320(b)(1) | |
| LEED Accredited Professional | Daniel Denis, Runbrook |
| Sustainable Site Development | |
| Construction Pollution Prevention | Silt fence will be installed around the entire perimeter of the site. Catch basins will be produced using Gutter Guards or similar product. A wash down station will be provided to wash down trucks exiting the site in an effort to reduce dust and debris spreading outside the site. |
| Construction site materials recycling | Design team developed construction and demolition waste management plan. Construction material recycling will be implemented for materials such as ferrous metals, aluminum, wood, gypsum, concrete, and masonry. The recycling will implement both on- and off-site segregation of materials by a qualified recycling facility. A qualified waste hauler will be engaged with the goal of diverting 75% of construction waste from landfills. |
| Stormwater management | Onsite dry retention areas are provided for additional water quality measures to protect the preserve areas. |
| Alternative transportation | Bicycle paths, pedestrian connectivity, EV charging stations, and bike racks are being incorporated in the roadway. EV charging stations and EV ready locations are proposed at strategic locations on street. |
| Minimizing heat island effect | on street landscaping to include shade trees provides for shading over paved areas to minimize heat island effect. |
| Water Efficiency | |
| Innovative water technologies | Majority native landscaping will be provided to reduce the irrigation demand. The irrigation system is not permanent with 2-year establishment period. |
| Water efficient | irrigation system utilizes reclaimed water to avoid any surface water or potable water. |
| Energy Efficiency | |
| Minimum energy performance | LED lighting is used for the street lighting. |
| On-site renewable energy | The use of photovoltaic panels are proposed for a combination of uses such as pathway lighting, wall sconces, trash recepticals, and cell phone charging stations. |
| Indoor Environmental Quality | |
| Indoor air quality | not applicable to this application. |

| Materials and Recycling | |
|---|--|
| Recycling of demolition waste | Construction material recycling will be implimented for materials such as ferous metals, aluminum, wood, gypsum, concrete, and masonry. The recycling will impliment both on- and off-site segregation of materials by a qualified recycling facility. A qualified waste hauler will be engaged with the goal of diverting 75% of construction waste from landfills. |
| Storage and collection of recyclables post occupancy | not applicable to this application. |
| Building re-use | No re-use of buildings is proposed. |
| Regional materials | At least 15% (by cost) will be locally sourced materials such as landscaping, concrete, limerock, etc are proposed for this project. |
| 13-320(b)(3) | |
| Acknowledgement to maintain the green building components for the life of the building. | not applicable to this application. |
| Resolution 2020-063 | |
| Green Event Checklist | not applicable to this application. |
| Water Fountains | not applicable to this application. |
| Purchasing | not applicable to this application. |
| Other | not applicable to this application. |

| GREEN PLAN ACTION ITEMS | |
|---|---|
| ACTION ITEMS | DESCRIPTION (description of use in development) |
| Action 1.6 – Ensure 100% of new development projects throughout the City contain <i>conspicuous displays of green technology</i> that function in the project design while providing a social, artistic, and environmental value. | Conspicuous display of green technology is proposed will include EV charging station, multi use pathways for pedestrian connectivity, widespread use of native landscaping and reclaimed water for irrigation. |
| Action 2.1 – Achieve 40% tree canopy coverage throughout the City with maximum tree coverage on public and private land by 2020. | A tree canopy table will be included on the landscape plans. |
| Action 2.2 – Achieve 40% greenroof coverage for new construction in MainStreet Project Area and 10% greenroof coverage for new construction for areas outside of MainStreet. (i.e. high albedo paint on roof) | The Buildings on Block 1 will incorporate the use of white roofing materials for the flat roofs. |
| Action 5.1 – Increase recycling throughout the City by 25% by 2014 and 50% by 2020. | not applicable to this application. |
| Action 5.3 – Require all construction and demolition debris to divert 75% of waste from landfills. | Construction material recycling will be implimented for materials such as ferrous metals, aluminum, wood, gypsum, concrete, and masonry. The recycling will impliment both on- and off-stie segregation of materials by a qualified recycling facility. A qualified waste hauler will be engaged with the goal of diverting 75% of construction waste from landfills. |
| Action 6.2 – Bicycle parking on site | Bike parking is available in the adjacent parks. |
| Action 6.4 – Alternative vehicle parking/EV charging stations | EV charging is proposed on street. |

Note: All responses to this checklist are to reflect efforts ABOVE minimum code requirements.