



Public Works Department

**HIGHWAY CONSTRUCTION AND ENGINEERING DIVISION**

1 N. University Drive, Box B300, Plantation, Florida 33324-2038 • 954-577-4555 • FAX 954-357-5715

**M E M O R A N D U M**

DATE: November 1, 2025

TO: Josie Sesodia, Director  
Urban Planning Division

FROM: David (D.G.) McGuire, Plat Section Manager  
Plat Section, Highway Construction and Engineering Division

SUBJECT: Application for New Plat – Modify Recommendations  
MAINSTREET AT COCONUT CREEK (040-MP-22)

The Highway Construction and Engineering Division, Traffic Engineering, and the Transportation Department, Transit Division have reviewed the application for a new plat. Our review included the information in the application, the property survey, the site plan (or conceptual access plan), and any previously recorded plats.

As a result of our review, staff has determined that the comments and recommendations are required with respect to the safe and adequate access standards of the Broward County Land Development Code.

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STAFF COMMENT

RATIONAL NEXUS REVIEW

- 1 This plat has been evaluated by staff for the relationship between the impact of the proposed development and the right-of-way dedications required by the Broward County Land Development Code. Staff has made a finding that the proposed development meets the threshold for rational nexus and this report includes right-of-way dedication requirements.

STAFF RECOMMENDATIONS

NON-VEHICULAR ACCESS LINE REQUIREMENTS

It is the express intent of this non-vehicular access line to eliminate all proposed openings and existing driveways not specifically delineated in the following comments:

- 2 Along the ultimate right-of-way for Lyons Road except at the following:
    - A) A 50-foot opening located approximately 804 feet south of the north plat limits. This opening is restricted to right turns only.
    - B) A 114-foot opening located approximately 1314 feet south of the north plat limits. at the south plat limits (AKA Uptown Driveway or Main Street). Said non-access line shall include a corner chord and extend along both sides of the opening for 200 feet.
    - C) A 50-foot opening with a centerline located approximately 1642 feet south of the north plat limits. This opening is restricted to no left turns out.
    - D) A 50-foot opening with a centerline located approximately 2030 feet south of the north plat limits. This opening is restricted to no left turns out.
  - 3 Along the ultimate right-of-way for Wiles Road except at the following:
    - A) A 100-foot opening with a centerline located approximately 180 feet east of the west plat limits. Said non-access line will include a corner chord and extend along Banks Road for a minimum of 300 feet.
- RIGHT-OF-WAY REQUIREMENTS (Dedicate)
- 4 Right-of-way for a corner chord based on a 30-foot radius at the intersection of Wiles Road and Banks Road.

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- 5 Right-of-way for a corner chord based on a 30-foot radius at the intersection of Lyons Road and NW 40<sup>th</sup> Street.
- 6 Right-of-way for corner chords based on a 30-foot radius at the intersection of Lyons Road and Cullum Road.
- 7 That portion of right-of-way for an eastbound right turn lane on Wiles Road at the 100-foot opening with 150 feet of storage and 50 feet of transition.
- 8 Right-of-way for an eastbound right turn lane on Wiles Road at Banks Road with 150 feet of storage and 50 feet of transition.
- 9 Right-of-way for a southbound right turn lane on Lyons Road at the northern 50-foot opening with 150 feet of storage and 50 feet of transition.
- 10 Right-of-way for southbound right turn lanes on Lyons Road at NW 40<sup>th</sup> Street with 150 feet of storage and 50 feet of transition.
- 11 Right-of-way for a southbound right turn lane on Lyons Road at the middle 50-foot opening with 150 feet of storage and 50 feet of transition.
- 12 Right-of-way for a southbound right turn lane on Lyons Road at the southern 50-foot opening with 150 feet of storage and 50 feet of transition.

#### ACCESS REQUIREMENTS

- 13 The minimum distance from the non-vehicular access line of Lyons Road, at any 50-foot opening, to the outer edge of any interior service drive or parking space with direct access to such driveway shall be 100 feet.
- 14 For the two-way driveway on Wiles Road that will be centered in a 50-foot opening: the minimum entrance radii shall be 30 feet, and consist of a single, 16-foot ingress and two 12-foot egress lanes. The eastern egress lane shall be a right-only turn lane.
- 15 For the two-way driveway on Wiles Road at Banks Road, the roadway shall be configured and constructed as described in the Adopted Development Order for The Mainstreet @ Coconut Creek Development of Regional Impact report, as amended.
- 16 For the two-way driveway on Lyons Road at Cullum Road, the roadway shall be configured and constructed as described in the Adopted Development Order for The Mainstreet @ Coconut Creek Development of Regional Impact report, as amended.
- 17 For the two-way driveway on Lyons Road at Uptown Driveway, the roadway shall be configured and constructed as described in the Adopted Development Order for The Mainstreet @ Coconut Creek Development of Regional Impact report, as amended.

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**TRAFFICWAYS IMPROVEMENTS (Secure and Construct)**

- 18 For the two-way driveway on Wiles Road at Banks Road, the roadway shall be configured and constructed as described in the Adopted Development Order for The Mainstreet @ Coconut Creek Development of Regional Impact report, as amended.
- 19 For the two-way driveway on Lyons Road at Cullum Road, the roadway shall be configured and constructed as described in the Adopted Development Order for The Mainstreet @ Coconut Creek Development of Regional Impact report, as amended.
- 20 For the two-way driveway on Lyons Road at Uptown Driveway, the roadway shall be configured and constructed as described in the Adopted Development Order for The Mainstreet @ Coconut Creek Development of Regional Impact report, as amended.
- 21 The removal of all existing driveways in locations not consistent with approved openings in the non-vehicular access line and the construction of curb, gutter, and sidewalk in these openings when necessary to complete the required improvement.

**TURN LANE IMPROVEMENTS**

- 22 An eastbound right turn lane on Wiles Road at the 100-foot opening with 150 feet of storage and 50 feet of transition.
- 23 A northbound left turn lane on Lyons Road at Cullum Road with 200 feet of storage and 50 feet of transition.

**TURN LANE IMPROVEMENTS (Secure and Construct)**

- 24 An eastbound right turn lane on Wiles Road at Banks Road with 150 feet of storage and 50 feet of transition.
- 25 A southbound right turn lane on Lyons Road at the northern 50-foot opening with 150 feet of storage and 50 feet of transition.
- 26 A southbound right turn lane on Lyons Road at NW 40<sup>th</sup> Street with 150 feet of storage and 50 feet of transition.
- 27 A southbound right turn lane on Lyons Road at the middle 50-foot opening with 150 feet of storage and 50 feet of transition.
- 28 A southbound right turn lane on Lyons Road at the southern 50-foot opening with 150 feet of storage and 50 feet of transition.

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- 29 A northbound left turn lane on Lyons Road at NW 40<sup>th</sup> Street with 200 feet of storage and 50 feet of transition.
- 30 A northbound left turn lane on Lyons Road at the middle 50-foot opening with 200 feet of storage and 50 feet of transition.
- 31 A northbound left turn lane on Lyons Road at the southernmost 50-foot opening with 200 feet of storage and 50 feet of transition.

**SIDEWALK REQUIREMENTS (Secure and Construct)**

- 32 Along Wiles Road adjacent to this plat.
- 33 Along Lyons Road adjacent to this plat.

**SIGNALIZATION IMPROVEMENTS (Secure and Construct)**

- 34 100 percent of the installation cost of a traffic signal at the intersection of Lyons Road and NW 40<sup>th</sup> Street. The security amount shall be \$600,000.
- 35 100 percent of the installation cost of a traffic signal at the intersection of Lyons Road and Cullum Road. The security amount shall be \$600,000.
- 36 100 percent of the installation cost of a traffic signal at the intersection of Wiles Road and Banks Road. The security amount shall be \$600,000.
- 37 The owner of this plat shall fully execute and deliver a standard Traffic Signalization Agreement (CAF456). The Traffic Engineering Division will perform the required studies to determine the need for signalization and should a traffic signal be warranted or required by the Traffic Engineering Division, the applicant shall construct the signal within two (2) years.

**COMMUNICATION CONDUIT/INTERCONNECT (Secure and Construct)**

- 38 The developer shall be responsible for the replacement of the communication conduit/interconnect that is damaged by the construction of the required improvements. The security amount for communication conduit/interconnect along Wiles Road shall be determined by the Traffic Engineering Division.
- 39 The developer shall be responsible for the replacement of the communication conduit/interconnect that is damaged by the construction of the required improvements. The security amount for communication conduit/interconnect along Lyons Road shall be determined by the Traffic Engineering Division.

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**PAVEMENT MARKINGS AND SIGNS (Secure and Construct)**

- 40 Construction of the required improvements shall include the installation of signs and thermoplastic pavement markings. Pavement markings and signs shall be designed, fabricated, and installed in accordance with Traffic Engineering Division standards. The minimum-security amount for pavement markings and signs is \$1,000.

**IMPROVEMENT AGREEMENT AND SECURITY REQUIREMENTS**

- 41 A portion of this plat is a replat of the Lyons Commons plat (ORB 181/183). At the time of plat recordation, the previous property owner entered into a Security/Lien Agreement for Required Improvements that was recorded in Instrument #3330131; and posted security in the amount of \$226,907 for the construction of certain improvements. The property was not developed as anticipated under the previous plat and the improvements have not been completed. The improvements listed in this Development Review Report are intended to replace and supersede the previous plat requirements and will be covered under a new Security/Lien Agreement and security. Approval of this replat and subsequent recordation should include authorization for Highway Construction and Engineering Division staff to process a release of the previous Agreement and security.
- 42 A portion of this plat is a replat of the RM Green Corp plat (ORB 169/19). At the time of plat recordation, the previous property owner entered into a Security/Lien Agreement for Required Improvements that was recorded in Instrument #20059584; and posted security in the amount of \$74,443 for the construction of certain improvements. The property was not developed as anticipated under the previous plat and the improvements have not been completed. The improvements listed in this Development Review Report are intended to replace and supersede the previous plat requirements and will be covered under a new Security/Lien Agreement and security. Approval of this replat and subsequent recordation should include authorization for Highway Construction and Engineering Division staff to process a release of the previous Agreement and security.
- 43 Section 5-184(d)(2) of the Broward County Land Development Code requires a recordable agreement for the required improvements. The owner of this plat shall enter into the standard Installation of Required Improvements Agreement (BCF#450) and submit it to the Highway Construction and Engineering Division for review and approval prior to plat recordation. The completion date for all required improvements listed as Exhibit "B" shall indicate completion prior to issuance of Certificates of Occupancy. Alternate phasing schedules must receive prior approval from the Highway Construction & Engineering Division. The use of a non-standard agreement will require independent approval by the County Commission.

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The Installation of Required Improvements Agreement shall be secured by letter of credit, cash, lien, or other security acceptable to the County. Security instruments for all required improvements shall be submitted prior to NVAL Amendment Agreement recordation and/or commencement of construction. Security amounts shall be based upon one of the following:

- a. Approved construction plans. When security is based on approved construction plans, the security will be calculated at one hundred (100%) percent of the cost of the improvements. Requirements for submitting construction plans are outlined below.
- b. Engineer's cost estimate. When security is based on an engineer's cost estimate, the security will be calculated at one hundred twenty-five (125%) percent of the cost of the improvements. The engineer's cost estimate(s) must be submitted for review by the Highway Construction and Engineering Division. The use of approved cost estimate forms is required. Payment of the applicable review fee is required pursuant to Chapter 38.8 of the Broward County Administrative Code.
- c. All forms are available on the Highway Construction & Engineering Division's web page at: <http://www.broward.org/Publicworks/BCEngineering/Pages/Default.aspx>

**IMPROVEMENT PLAN SUBMITTAL (Pre-construction and Security Release Requirements)**

- 44 Construction plans for the required improvements (including pavement marking and signing plans) shall be submitted to the Highway Construction and Engineering Division for review and must be approved prior to the commencement of construction. Construction shall be subject to inspection and approval by the County. Pavement marking and signing shall be provided for all of the Improvements and shall be subject to review, field inspections, and final approval by the Traffic Engineering Division. Security for pavement markings and signing shall not be released without field inspection and final approval by the Traffic Engineering Division of all materials, installations, and locations.
- 45 Communication Conduit/Interconnect plans (3 sets and a cost estimate) shall be submitted to the Traffic Engineering Division. Any easements necessary for relocation and maintenance of the conduit must be provided and shown on the submitted plans. No security shall be released without field inspection and final approval of all materials, installations, and locations by the Traffic Engineering Division.

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## GENERAL RECOMMENDATIONS

- 46 Distance and measurement recommendations contained in this report were based on the best information available at the time of review. County staff may approve minor adjustments based on verified field conditions or details provided in approved construction plans.
- 47 All construction must include all necessary transitions to existing pavement, the lengths of which shall be determined by the design speed of the roadway. All designs, construction, studies, etc., shall conform to the applicable sections of the following:
- A) United States Department of Transportation: "Manual on Uniform Traffic Control Devices" (MUTCD).
    - 1) State of Florida Department of Transportation:
    - 2) "Roadway and Traffic Design Standards."
    - 3) "Standard Specifications."
    - 4) "FDOT Transit Facilities Guidelines."
  - B) Broward County: "Minimum Construction Standards for Roadways Under Broward County Jurisdiction" (Exhibit 25A of Section 25.1, Broward County Administrative Code).

In addition, all designs for construction shall be certified by a Professional Engineer, registered in the State of Florida, that they meet the standards included above.

All standard forms are available for downloading from the Highway Construction and Engineering Division's website:  
<http://www.broward.org/Publicworks/BCEngineering/Pages/Default.aspx>.

- 48 This plat will not be recorded until all real estate taxes (including taxes for the current year and any delinquent taxes) for the property being platted have been paid as required by Florida Statutes Chapter 197.192. The applicant shall request a current tax letter be forwarded from the Revenue Collection Division to HCED Plat Section.

## F.S. 177 PLAT REVIEW COMMENTS

The following comments note the corrections necessary for the plat mylar to comply with the requirements of Florida Statutes Chapter 177. If additional clarification is necessary, please contact Jason Espinosa at (954) 577-4593 or via email at [JESPINOSA@BROWARD.ORG](mailto:JESPINOSA@BROWARD.ORG).

Please note that additional changes made to the plat mylar beyond this list of corrections may necessitate additional review time; delay recordation; and result in additional review fees.

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All resubmittals shall include a paper copy of the plat with changes from the original plat review application highlighted.

49 SURVEY DATA

- A. Provide closure reports, with areas of all TRACTS to the Highway Construction and Engineering Division for review.
- B. Full dimensioning and square footage shall be shown on all dedicated RIGHT-OF-WAY.
  1. Provide closure reports, with areas of all right-of-way parcels being dedicated by this plat to the Highway Construction and Engineering Division for review.
  2. Show the right-of-way parcels dedicated by this plat as a solid line type.
- C. P.R.M.s shall be shown at every change of direction, not more than 1,400 feet apart, with a minimum of 4 indicated. P.R.M.s shall be labeled "Found" or "Set". P.C.P.s as appropriate.
- D. The platting surveyor shall submit Certified Corner Records for section corners used in the preparation of the plat to both the State and Broward County. County staff will confirm submittal to the State prior to plat recordation. For section corners that have Certified Corner Records on file, the surveyor shall submit an affidavit confirming that the Section corner was found to be substantial as described in the most recently available certified corner record. Standard affidavit forms are available at:  
<http://www.broward.org/BCEngineering/Pages/PlatSectionForms.aspx>.
- E. The surveyor shall submit digital plat information (after all corrections are completed and the Highway Construction & Engineering Division staff requests digital information).

50 RIGHT OF WAY DELINEATION AND DEDICATION LANGUAGE

- A) Address any easements, rights-of-way, or specific purpose parcels to be created by this plat in the Dedication language.
  1. Add separate dedication language for the right of way parcels being dedicated by the plat and the entities they are being dedicated to (City of Coconut Creek, Broward County, FDOT)  
Revise this dedication accordingly as it is currently incorrect as it is dedicating all the Right of Way Parcels to the City of Coconut Creek.
  2. Revise the following dedication so that it reads as follows: "THE TRACT A LAPC/WETLAND PRESERVE CONSERVATION EASEMENT AREA AS SHOWN HEREON IS HEREBY RESERVED FOR WETLANDS AND WETLAND BUFFERS, AND RELATED PURPOSES."
    - A. Mortgagee dedication shall clearly join in the dedication of right-of-way.
    - B. Proposed right-of-way shall be clearly labeled and dedicated by the plat.

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- C. Any existing easements, located within a parcel of land being dedicated on the plat as right-of-way, shall be vacated, subordinated, or subjugated to the county's interests.

51 TITLE CERTIFICATION AND DEDICATION SIGNATURE BLOCKS

The title shall be updated for review of any agreements and the recordation process. Standard format for Title Certificates, Opinions of Title, the Adjacent Right-of-way Report, and a Guide to Search Limits of Easements and Right-of-way may be obtained by contacting the Highway Construction & Engineering Division or by visiting our website: <http://www.broward.org/BCEngineering/Pages/PlatSectionForms.aspx>

- A. The Dedication on the original mylar shall be executed by all record owners with original signatures. For property owned by an individual (or by individuals), the plat shall be executed in the presence of two witnesses for each signature. Property owned by corporations shall be executed by at least one of the following officers: the President, Vice President, or Chief Executive Officer together with either (i) two witnesses or (ii) the Corporate Seal. A plat that has been executed by any officer other than the President, Vice President, or Chief Executive Officer shall also provide documentation authorizing the individual(s) who executed the plat. The officers executing a plat shall be verified through the Florida Department of State, or by the applicant providing corporate documentation. Persons executing plats owned by a partnership or a trust shall provide documentation clearly demonstrating their authority to execute on behalf of the partnership or trust.
- B. All mortgagees shall execute the plat with original signatures, seals, and witnesses.
- C. Acknowledgments and seals are required for each signature.

Note: A consent and dedication form authorizing creation of the plat was submitted with the plat mylar. A real estate contract for sale and purchase is expected to close following County Commission approval of the plat, and the ownership will change. This document is intended to substitute for the original signatures and seals by the owners and mortgage holder on the face of the plat. The plat will not be recorded until all owner(s) and all mortgage holders have duly executed the plat with the appropriate acknowledgements.

52 DRAFTING AND MISCELLANEOUS DATA

- A. Address any undefined abbreviations or symbols used on the plat or added during revision. Remove any abbreviations and symbols from the Legend that do not appear on the plat. Add any missing abbreviations and symbols to the Legend that appear on the plat or are added during revisions.

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- B. Combine notes number 2 & 3 into one note in the Plat Notes on page 8.
  - 1. Remove the text "2. Continued" from this note on the plat.
- C. Remove Plat Note # 5 from the plat notes on Pages 4-9.
- D. No text on the plat drawing should be obstructed or overlapped by lines or other text.

53 HIGHWAY CONSTRUCTION & ENGINEERING DIVISION INTERNAL PROCEDURES  
(These items are required for plat recordation but are completed by County staff)

- A. Planning Council Executive Director or Designee Signature
- B. Completion of all POSSE Inputs; Impact Fee and Security reports printed.
- C. County Surveyor Signature
- D. PRM's Verified
- E. Development Order, Urban Planning Division Director Signature
- F. Highway Construction and Engineering Director Signature
- G. City/District scanned copy of mylar, as required.